THE AMERICAN ARCHITECT

VOL. CXIX WEDNESDAY, APRIL 13, 1921 NUMBER 2364

COSMOPOLITAN STATE BANK BUILDING, CHICAGO
RICHARD E. SCHMIDT, GARDEN & MARTIN, *ARCHITECTS*

Fashionable Architecture

The Cosmopolitan State Bank Building, Chicago, an Unfashionable Example

FASHION, by the power of its influence, is an important factor in the practice of architecture. To some extent it influences everything that is produced from designs and also such products as fiction, poetry and music. The fashions which control raiment, fiction, poetry and music are freakish at times and because they are of such an ephemeral nature they are easily put out of sight and hearing, then out of mind. The majority of men of whatever occupation, are controlled largely by fashion—their ready compliance makes fashion possible.

When fashion is an element of architectural designing, it becomes a serious matter. There is nothing ephemeral about a well constructed building, its permanence and constant presence are properties of its architectural influence, such as it may be. The various architectural revivals that have passed out

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within the last half century are easily identified. They may have been necessary during our undeveloped period of architectural knowledge. In that half century knowledge concerning architecture has kept apace with engineering knowledge pertaining to construction. There is less excuse today than ever in our history to tolerate an architectural revival or blindly follow the leadership of a fashion.

Many architects find themselves hampered in architectural expression through the demands of a client who is disposed to accept the transient vogue. This is particularly true of the modern bank building. In every village and city the modern bank building is easily identified. It has become a type, standardized and stereotyped. This type originated in the erection of some buildings notable as to size, cost and careful conformity with some classic precedent which was originally built for an entirely different purpose and ages before the modern banking system was developed. The reputation of the bank and possibly that of the designers, influences other bankers either to surpass the example or to imitate it as closely as their limit of cost permits. Many architects, lacking the quality of leadership, readily yield to the leadership of other architects or to the desires of the client and the fashion is established.

This situation will change when bankers, as a group, are educated to the idea that their buildings should be more individual in character rather than a mere unit in a small army uniformly accoutred.

MAIN BANKING ROOM, LOOKING FROM ENTRANCE

There is certainly the architectural ability available successfully to accomplish this.

The Cosmopolitan State Bank building, in Chicago, is a fine example of unfashionable bank designing. The feeling or knowledge of its purpose emanates from the building and that is the true test of architectural expression. It does not follow that this building should be imitated to secure the same expression because architecture possesses a multitude of voices with which to express, equally well, the same idea.

The keynote of the exterior design is good brickwork used in large, unbroken areas. This is particularly true of the principal elevation which has only

one, the entrance, opening. This entrance is strengthened in effect by placing the two columns within the opening rather than by projecting them boldly beyond the face of the wall. It is in the larger south elevation that the windows are placed. These are designed to admit the necessary light to the interior, but are so shaped and placed that the elevation possesses a good proportion of window and wall area.

buff Bedford stone, rubbed surface, and harmonize with the brickwork in a satisfactory manner.

The interior is extremely simple, almost severely plain in treatment, yet very pleasing and as far removed from the usual heavy, ornately beamed, corniced and pilastered interior as is possible. The only ornamentation on the walls is the corbels at the spring of the grained ceiling. The panels about the skylight in the ceiling are very low in relief and

MAIN BANKING ROOM, LOOKING TOWARD ENTRANCE

There are no heavy projections, and this fact gives a feeling of stability and resistance which a bank should possess. The lack of heavy shadows is compensated for by the juxtaposition of the two materials used in the walls. The brick areas are large and unbroken, faced with a tapestry brick laid in alternate courses of headers and stretchers directly over the center of the header below. An uncolored mortar laid in fairly wide, flush-struck joints was used. The brick has a rich brown color, the headers apparently being a shade lighter than the stretchers.

The walls present a rich, lively appearance either in the sunlight or in shadow. The trimmings are of

made by unmoulded offsets. The walls are gray with very light shade of green, the ceiling is gray with shade of cream and the ceiling lights are painted a medium dark green. The woodwork, doors, window trim, paneled wainscoting, the base pilasters and cornice of the bank screen are made of walnut. This is finished with a stain, a filler of white lead and two coats of wax. The white filler has the effect of lighting what otherwise might be too dark a finish and brings into relief the very delicately moulded and carved panels. The floor of the public space is paved with Carthage marble; the base and counter-top are of black and gold marble and

the dado of Wellington gray marble. The metal work of the bank screen is very plain, finished in black. The plan comprises all those features common to a well appointed bank. The wrecking of the buildings on the site was begun May 1, 1920, and the building occupied December 18, 1920.

This building impresses one as being very well and carefully studied in all of its parts and details; in operation it serves its purpose and in design a distinct departure from the accepted fashionable bank building of today. The designer was unafraid to use large, unbroken wall surfaces both interior and exterior, simple and severe lines, rich and neutral colors; and at the same time produced a beautiful and satisfying building.

A. T. N.

Architectural Interiors of the United States Shipping Board S. S. "Hawkeye State"

By Francis B. Ellis

DURING the war, included in the program of naval construction, were nineteen (19) Troop Ships described somewhat as follows:

Length over all	535′0″
Moulded Breadth	72′0″
Designed Draught	30′0″
Displacement	20,800 tons
Shaft Horse Power	12,000
Max. Required Speed	17½ kts.

These boats were designed by U. S. Naval experts —and show the strong naval influence, being quite unlike the ordinary run of merchant ships. They have great sweeping, flaring, overhanging bows, like great destroyers—and their engine and machinery layouts are quite typical naval design and practice.

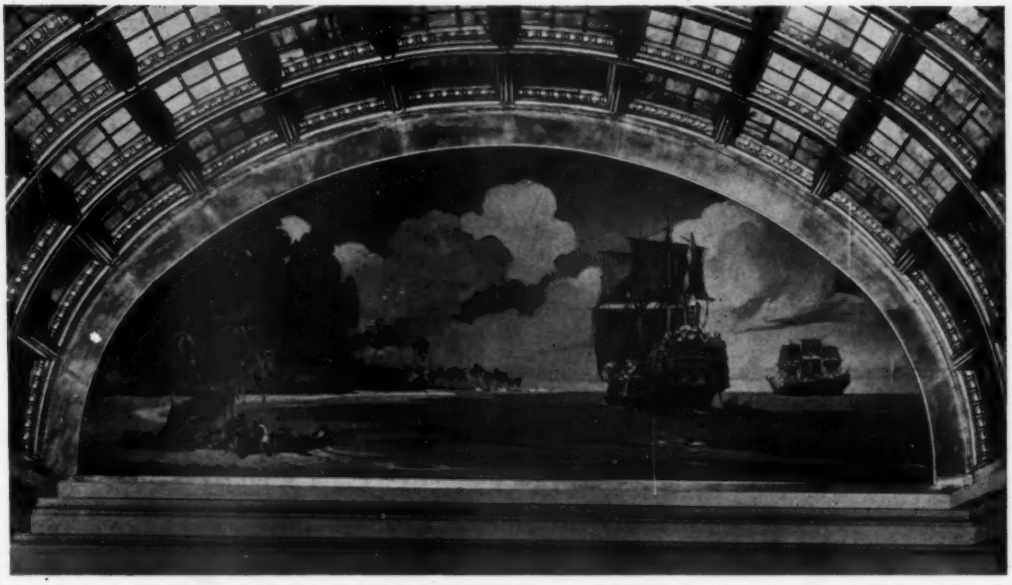
Before any of these vessels were much more than well started, the war came to an end, and it was then the desire of the authorities to convert them into something more useful than Troop Ships. It was natural therefore, that it should have been decided to make combined cargo and passenger ships of them—convertible back into Troop Ships in case of war. After the determination of this action these vessels were placed in the hands of the United States Shipping Board to be constructed and operated under the auspices of that body.

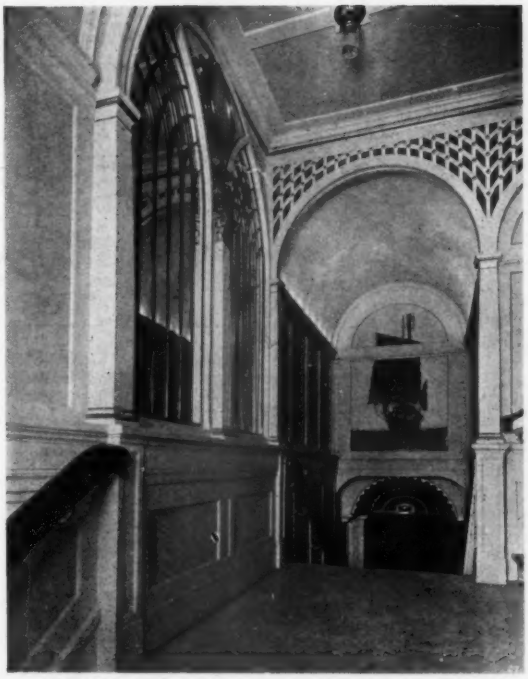
The problem was an exceedingly interesting one, as it was unique and original—there being no precedent for vessels of this type. Passenger ship design was, in itself, a comparatively new undertaking on this side of the Atlantic. To be sure there have been some very fine ships designed here—but they could almost be counted on the fingers of one hand, and they were for the most part "cut and dried" designs, taken from what might be classed as "Pullman Car" style of architecture. It was determined at the start of work on these ships that a departure would be taken, and that these ships would not contain "Ginger Bread" but that they would be simple—and express a domestic feeling. In the preliminary study—German, French and British passenger ships were visited and all fully studied, but, to a large extent "what *not* to do," was the most evident result. "Ginger Bread" ornaments—great massive display of vulgar wealth and imperial splendor of the "Gilded Order" were objects which called up from the architect's point of view, mingled feelings of disgust, nausea, and ridicule.

So, the slate was washed clean, and it was determined that we would start fresh, and design our vessels as American—and that we would express throughout, Democracy, as against Imperialism, paintings of God and man as against portraits of Emperors, Kings and Monarchs.

TWO things were at once settled—First, that all passengers should enjoy the same equal public privileges—all should be First Class. Secondly—the architectural style should be Colonial, because of its simple character and its American development. There would be, of course, a varied assortment of state-rooms—some accommodations more costly than others; in this way the various sizes of passenger pocketbooks could be properly taken care of. Private suites with sitting rooms, bed-rooms and baths; some *real* rooms with *real* beds and private bath-rooms, with all the most modern plumbing fixtures; some state-rooms smaller and with bath-rooms having no bath tubs, but a modern shower bath, some with no private bath-rooms, but with public baths conveniently located, and some with no beds, but with the old "ship's practice" berths, one over the other.

The steel framing of these vessels, and the hull itself were all designed and under construction; boilers, engines and various machinery were located and





STAIRWAYS, PUBLIC HALLS AND LOBBIES

Staircases were designed easy and wide with simple, turned and carved balusters, sturdy hand rails and sweeping ramps. The color scheme is mahogany and white, and the effort was to carry out faithfully the Colonial feeling throughout. Very few ornaments are to be found, and the mouldings are extremely simple.

INTERIOR VIEWS, U. S. SHIPPING BOARD S.S. "HAWKEYE STATE"

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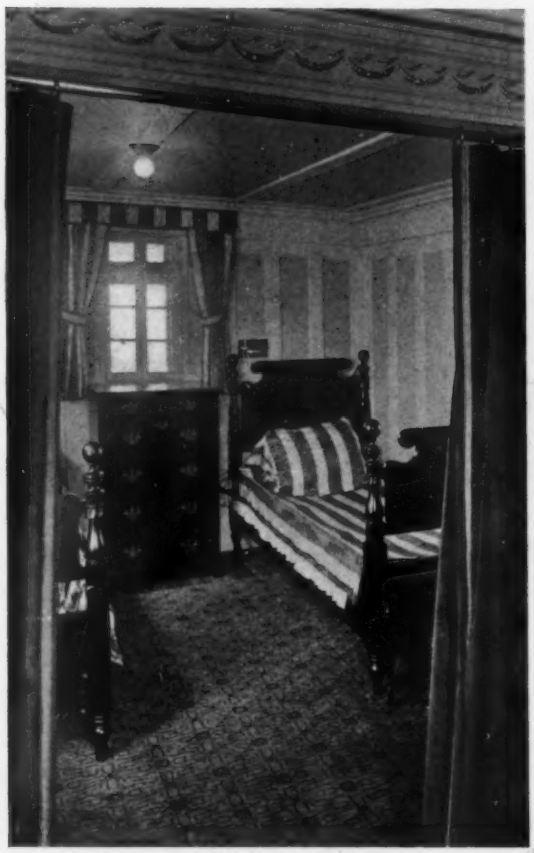
being installed at the time of introducing the passenger accommodations. The architect was obliged to take things very much as he found them, and to put his "architecture" about the structure, piping, vent ducts, and mechanical contrivances which were found cluttered about here and there. Certain alterations to the hull were allowed, for instance; the addition of grand staircases, a more elaborate heating and ventilation system, added and complicated plumbing installations, all introduced positive demands that had to be recognized.

The planning on these ships, the getting out drawings and specifications was in no way any different from the same work on a building. First, small scale sketches and plans, then ¼" scale general arrangement working drawings. After these were complete and approved, ¾" scale details were made of all parts, such as State-rooms, Passages and all Public rooms—Plans and elevations and sections—quite an elaborate and complete set of drawings, and finally—a very comprehensive assortment of full sized drawings of everything. It was a very large problem, as everything had to be provided, all joinery—all furniture, hangings, carpets, ornaments and all fixtures—heating, ventilating, electrical and service—everything from cornices to match boxes—finished livable rooms in each case.

THE architectural problem on these vessels was almost impossible of solution because of the absolute lack of knowledge of architecture displayed by those in authority with the Shipping Board, and the absolute lack of any authority by the only man who did know architecture. As a matter of fact, a majority of these ships are being constructed without any direct architectural influence—no one with the least right to qualify in any way as an



PRIVATE SUITES

Private suites of rooms are provided, having a bed room, sitting room, a private bath room, a servants' room and trunk storage room. These suites are located on one of the upper decks in the forward deck house, and are exposed to the outside on three sides, having large rectangular port lights and private deck entrances. The furniture, hangings, carpets, etc., are of the very finest quality throughout; and, although they are carried out architecturally quite as elaborately as the style would allow, they do not display anything but refinement, comfort and home-ease and rest.

DINING SALOON

The conditions of the problem in this room were particularly entangling. The shape of the plan was rather unfortunate, due to two great hatches which come down through the ship, and due also to a great mass of pipes, vents, stanchions, heavy girders, etc. A space over the center of the room extending into the next deck overhead was "given" the architect, who was told to put a "Dome" there. Though this "given" space was small it was well located, and worked, more by accident than good management, very well into the architectural scheme. The deck on which the Dining Saloon is located is level; the deck above is cambered from the out-board to the center. This, also, is a feature which adds greatly to the interest of this room. The beams and the ceiling all pile up very slowly toward the center of the room, where a barrel vault is located, running fore and aft. One object the architect constantly struggled for was to keep the work simple so that the untrained shipyard worker could successfully produce. The barrel vault was, in fact, very simply detailed, and was made of sheet copper by workmen who took pride in this production—unusual as it was to them—and produced something rather the more interesting because of this pride and because of the rather crude, sketchy handling. The built-in mahogany sideboard, on the other hand, was rather too complicated, and the finished article has the aspect and feeling of a barber shop fixture, showing, as it does, the unskilled handling of the architectural ornaments, and that they were little understood.

SMOKING ROOM

This room contains a Bar! (?) !

The room is designed for men, and for men's particular comfort — card tables, easy chairs, deep sofas, and a fireplace. There is a semi-enclosed veranda outside the room.

The treatment is simple, although very impressive. There are many motives used in the architecture which recall Washington's house at Mount Vernon—the mantel and the window treatment. The color scheme is particularly restful and in good keeping with the architectural style.

TEA ROOM

Designed to express the garden, this room is very simple—containing as it does no ornaments and no mouldings—nothing here but simple lattice and arches. There is an elliptical-shaped bay window which projects out into a semi-enclosed veranda. This room was well handled by the interior decorator, who has employed his colors (greys and putty colors) with a mild yellow—extremely skilfully.

WRITING ROOM

The architecture in this room is very simple. The Tuscan order is used. The room contains a feeling of restfulness and repose, and is arranged with writing desks, bookcases, easy chairs, sofas and public stenographer's table.

INTERIOR VIEWS, U. S. SHIPPING BOARD S.S. "HAWKEYE STATE"

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architect or artist is connected with these ships, and they are going to show it when they are completed.

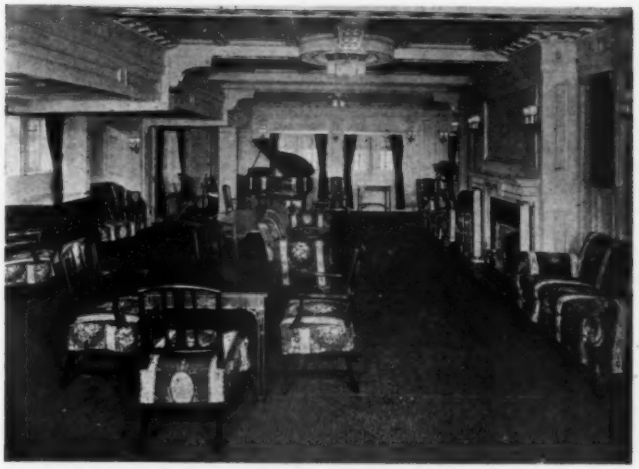
The vessel herein to be introduced, was the first to be delivered—built by the Bethlehem Shipbuilding Corporation in Baltimore, Maryland, and has had at least, some influence from the architectural profession—although, nothing much more than that. The architect on this work was obliged to take a very subordinate position and the vessel if successful in any way from an architectural point of view, was so because of the gracious condescension of the Powers in "standing aside." Recognizing these ships as public property—built from funds which came from our pockets, operated and owned from the same public funds, it is only right that the public know the facts. Advertised as the "Best that America Can Produce," it is well we all know how they were produced, that we may judge as to the truth of that boast. Is our architectural profession willing to admit that a shackled and bound architect can produce good results?

Time and again, some idle "know-it-all" with much more authority than the architect—some powerful Shipping Board Expert, would step in, brush all aside and "show the world" how to do this and that. In the spirit of the child who picks the watch apart, would some gentleman suddenly discover the fascination of some planning problem —something that he had never tried before, and he would take the whole matter unto himself, and "solve" the problem "Per Order the U. S. S. B." Because the man was an expert skipper of a Galley range, he could take the authority to practise architecture.

HEAD OF STAIRWAY FROM MAIN SALON

Where much opportunity was lost in the design of these vessels to make them the *Best*, was the absolute disregard of architecture as a profession. The architect to the Shipping Board and to the Corporation building these ships, was nothing but an *artist*.

THE problems on a ship of this character are identical with problems met with in certain types of buildings. The Galley, the pantry, and the



SOCIAL HALL

The treatment of this room was extremely difficult as the construction restrictions were particularly exacting and binding. However, excellent headroom was provided over the greater part of the space (quite an unusual feature on a ship), and the architect determined to make the most of this quality. A real open fireplace is provided.

This room shows better than any other the skillful handling of their duties by A. H. Davenport, Irving Casson Company, interior decorators. Their work was a complete carrying out of the architect's original ideas and instructions, and a masterly and satisfactory working out of color schemes. The furniture is finished in black lacquer and gold, with rose mohair fabric on the upholstery. The hangings are heavy old rose plush and gold with gold cornices, and the walls and panels in their delicate cream tints produce a very charming, comfortable, refined atmosphere.

whole service problem was solved absolutely without that expert service which hundreds of our architects could have given. The solution of this problem on these ships was but an indifferent solution, in fact was quite a clumsy solution, simply because it was a new problem to those authorized to handle it. Ventilating, plumbing, sanitation, heating mechanical service problems identical in almost every way with problems architects face constantly, were stumbled against and "solved" in the same unsatisfactory manner. It was impossible to "show shipbuilders how to build ships," because shipbuilders have constructed tugs and ferry boats for years and years; no architect on God's Green Globe could show shipbuilders how to build up a wooden cornice properly, construct a wooden column properly, miter moulded corners properly; architects cannot know anything about how to obtain a correct and workable dumbwaiter. Architects can't be expected to know about refrigeration, insulation, floorcoverings, electric wiring, proper illumination, the correct running of plumbing pipes, etc., etc. In modern buildings extremely workable and efficient schemes have been devised for running pipes, conduits, vents, heat pipes, etc., in service ducts, so that in case of trouble they may be easily reached for repairs. This same problem should have been properly met on these ships—but it was "ducked"—disregarded, put aside as *"impossible!"* It *was* impossible, with the lack of the proper expert aid—the aid that our architectural profession could have given.

On the face of things, upon a casual inspection of this ship, the architect might be credited with a "good job," but upon investigation and careful consideration, it will be found that this "architecture" is nothing but "ornament" and that architecture in its true meaning is missing. The problem has *not* been solved—it has been shamefully neglected, and the responsible parties for this neglect are public servants entrusted with public funds who have proved themselves ignorantly incompetent.

No, these ships are *not* the best that America can produce and the best will never be produced until our best talent and experience is properly recognized and employed.

Old State House, Philadelphia, Pa.

(See reproduction of original drawing by O. R. Eggers on opposite page)

The central motive and tower of the Old State House in Philadelphia provides the subject of Mr. Eggers' sketch in this issue. While the building was started in 1729, *the tower was not added until about* 1751.

In the belfry of this tower there was hung the bell that "proclaimed liberty throughout all the land to all the inhabitants thereof." To the great disappointment of all the people, this bell was cracked at its first trial by a stroke of its own clapper.

The Declaration of Independence while drafted, passed and signed in Independence Hall, was not, as many mistakenly infer, proclaimed from that rostrum. It was read from the platform of a small observatory to a vast concourse assembled in Independence Square, as it is now called.

OLD STATE HOUSE, PHILADELPHIA, PA.

THE AMERICAN ARCHITECT Series of Early American Architecture

EDITORIAL

Military Honors to an Artist

When the body of Jean Paul Laurens, France's most celebrated painter, was recently borne to the grave, it was accorded the highest of military honors. A regiment of infantry, a squadron of cavalry and two batteries of artillery constituted the military escort.

Military honors to a deceased artist will, to people in this country, appear a most unusual and not easily understandable tribute. But not so to the French people, who manage these things in the right way and whose correct attitude towards art and artists has contributed largely to the high place of art in France.

When John M. Carrere met an untimely death, his body lay in state in the entrance hall of the Public Library. Recently on the occasion of the death of J. Francis Murphy, America's foremost landscape painter, the memorial services were held in the large gallery of the National Academy of Design. These tributes, however, were those of personal friends of each man who sought to do honor to the man and the artist. Never, do we recall, has a municipality or the nation tendered mortuary honors to distinguished artists. Nothing would more thoroughly impress the whole people with the great importance and influence of art than a demonstration by the Government, such as was witnessed at the funeral of Laurens. To be sure, his art was one of war and military prowess. His canvases were of dramatic incidents of French history. But the military honors accorded were not for that reason, but because it was considered due to a man who had achieved the highest possible distinction in his profession as a painter.

In this country the objects of our national acknowledgment of services are either men who have become distinguished in public office, or men who have served with high honor in our armed forces. The artist in the United States, while, perhaps fully as great in his art, while his services have been of the most valuable character in the upbuilding of art, never receives such splendid honors at his death as have just been accorded to Laurens.

National acknowledgment of the artist's services would not only be a proper tribute to art, but would have a tendency to increase the respect of the people for art and teach its great importance.

A Nationwide Digest

A nation-wide digest of facts and opinions made by the Fidelity and Deposit Company of Maryland gives what may be regarded as a reasonably accurate review of industrial and financial conditions as at present existing in this country. This digest is divided into nine subdivisions, representing the various recognized groupings of states. In every one of these localities there is no marked resumption of industrial activity. This is shown by restricted buying. A decided reduction in the cost of living is reported. Raw materials are plentiful; there are no serious reports of business failure, nor are there any strikes as affecting the building industry. The whole situation, as indicated by restricted buying and general inactivity, shows a not well founded lack of confidence.

A new administration of the national government not long enough in office to outline clearly a future policy may largely affect present conditions, but with each succeeding week the policy of the government will be more clearly shown and an early return to confidence, the forerunner of prosperity, is certain. We shall have to be patient a while longer.

As to the need for building construction, and of what class, the questionnaire, without exception as to regard to locality, has emphatically emphasized the menace of the present housing shortage. Low-priced dwellings and apartments are needed all over the country. Apparently there is an ample supply of money in the hands of the banks with which to finance building operations, but the high added charges, in addition to legal rates of interest, have had a tendency to restrict building along lines where the need is now greatest.

To sum up, it would seem that, in spite of the pessimistic utterances in some quarters, we are slowly but surely arriving at a more normal condition.

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Simpler Zoning Regulations

By HERBERT S. SWAN

More than passing interest should attach to the zoning ordinance adopted by the Borough of Cliffside Park, New Jersey, September 27, 1920.

The most notable contribution of the Cliffside Park ordinance to the subject of zoning is that it for the first time in the history of such legislation in this country combines the height, use, and area zones on one map. The New York ordinance, passed in 1916, contained three separate and distinct maps—one for each of the different kinds of districts. All of the zoning ordinances passed since up to the time of the Cliffside Park ordinance followed the New York precedent.

When it is recalled that each of these different maps outlined from three to five different kinds of zones not co-terminous with one another, the complexity of the regulations becomes apparent. Thus the New York regulations, though theoretically susceptible to 75 separate and distinct combinations, are actually applied to the ground in such a manner as to form 36 kinds of districts, each with regulations differing somewhat from those of all the other districts. In the Newark ordinance the writer reduced the number of kinds of districts actually used to 25; in Yonkers, to 15, and in White Plains to 11. Each of these respectively in its turn served to simplify the application of the law. To what extent these regulations were improvements on what had previously been done may be suggested by the Minneapolis and Berkeley ordinances which permitted several hundred different kinds of combinations.

Truly progress is being made.

The Cliffside Park ordinance establishes only six different kinds of districts—one-family dwelling districts, two-family dwelling districts, multi-family dwelling districts, business district, industrial district, and heavy industrial district. Each of those different districts is supplied with its own independent set of height and bulk regulations. Instead of having to examine three different maps to ascertain how the zoning regulations affect his property, the resident of Cliffside Park has to examine but one. The advantage of having but one map is obvious—it reduces zoning to its A, B, C.

For communities having different types of buildings pretty well segregated in different localities, and where the conditions are not too complex, it is thought that the Cliffside Park ordinance will mark a new departure in zoning. It is, however, not claimed that the height, use and area regulations can always be combined in one set of districts as was done in Cliffside Park. Where the conditions are very heterogeneous and considerable elasticity is desired, it may still prove desirable, as hitherto, to utilize three maps and three sets of districts in order properly to adapt the regulations to the existing or prospective building development. It all depends whether simplicity or elasticity is the keynote to any particular case, whether one or more maps need be used.

Congestion Defended by Landscape Architect

"Congestion," says Wellford Leavitt, landscape architect, "is one of the great reasons why New York has prospered. It is one of her attractions. It should be preserved, but careful study should be given and relief in the form of regulation and provision for the traffic and reducing the number of human beings at those points where almost all human beings apparently wish to be."

For the relief of city traffic congestion Mr. Leavitt has suggested seven new thoroughfares, five of which would be elevated vehicular express ways through the centre of blocks, one, an express way over an existing street and the other an entirely new street.

Mr. Leavitt places the projected new street, in the great commercial developing section on the west side between Seventh and Eighth Avenues. This street, he suggests, might be cut through north and south between Seventh and Eighth Avenues, from Twelfth to Thirty-first Street, where it would be broken by the Pennsylvania Station, and then resumed from Thirty-fourth to Forty-sixth Street. His express way would be placed over First Avenue, extending from Twenty-fourth to 125th Streets.

The five interior express ways which form the more comprehensive part of his program and would not entail the expense of acquiring real estate for the cutting through of a new thoroughfare in a well-built-up portion of the city are suggested in the following routes:

Between and parallel to First and Second Avenues from Twenty-fourth to 127th Street.

Between and parallel to Second and Third Avenues from Tenth to 128th Street.

Between and parallel to Fifth and Sixth Avenues from Eighth Street to Central Park South.

Between and parallel to Ninth and Tenth Avenues from Fourteenth to 110th Street, those avenues being Columbus and Amsterdam, respectively, above Fifty-ninth Street.

Between and parallel to Tenth and Eleventh Avenues from Seventeenth to Seventy-third Street.

"Connection between the ground and these elevated express ways should be made every ten blocks or so, by ramps leading to the less travelled ways, such as Fifteenth, Twenty-fourth, Thirty-fifth Street and others," Mr. Leavitt explains. "Wheeled

MENASHA CAFE, MENASHA, WIS.
CHILDS & SMITH, *ARCHITECTS*

LIBRARY
THE DETROIT EDISON CO.
AUG 17 1921

vehicles from the express ways should not be brought into already overcrowded ways, such as Fourteenth, Twenty-third and Thirty-fourth Streets. Pedestrian approaches might be made more often, by stairways or ramps. Arrangements could be made for stopping automobiles on the sides of the express ways, as here doubtless will be popular locations for stores because of the passing traffic. In the centre there might be through roadways, where speed could be attained with no interruption from cross traffic.

"It has been suggested that these express ways be constructed as overhead tunnels, using the roofs for access to adjacent buildings. This would mean closed vehicular passageways above ground. Also, it has been suggested that ramps leading to the express ways from the street level be placed in the middle of blocks, instead of at street crossings, thereby reducing the amount of street frontage to be destroyed. These details require much consideration, with careful thought as to the problems of light, proper ventilation and the disposition of gases from automobiles.

"The bridges which already have been built between Manhattan and the Bronx, Queens and Brooklyn have necessitated radical changes in the street layouts near the bridge-heads. It will be necessary to make still further changes in order to handle the traffic from these bridge-heads into the adjacent territory. The congestion at these points is constantly increasing, and the bridges are ever delivering to the city more and more people hurrying to the points of greatest attraction on Manhattan. Streets should be planned now connecting the present bridges with the proposed bridges and tunnels over and under the Hudson River to New Jersey.

"When these proposed bridges and tunnels are completed there will be considerable through traffic from New Jersey and the south to Long Island, the north and the east, and they will form a link in a very direct route between the south, the north and the east. All of this traffic will come through the already congested Borough of Manhattan; therefore, it is quite essential that ways be provided to carry the through traffic around and not through the more crowded districts. If this is not done we will have an aggravation which will more than counteract any good realized from other methods of relief."

HOUSE OF MOWRY SMITH, MENASHA, WIS.
CHILDS & SMITH, *ARCHITECTS*

INTERIOR OF SHOWROOM OF RICHARD HUDNUT IN THE BUSH TERMINAL BUILDING, NEW YORK

G. A. AND H. BOEHM, *ARCHITECTS*

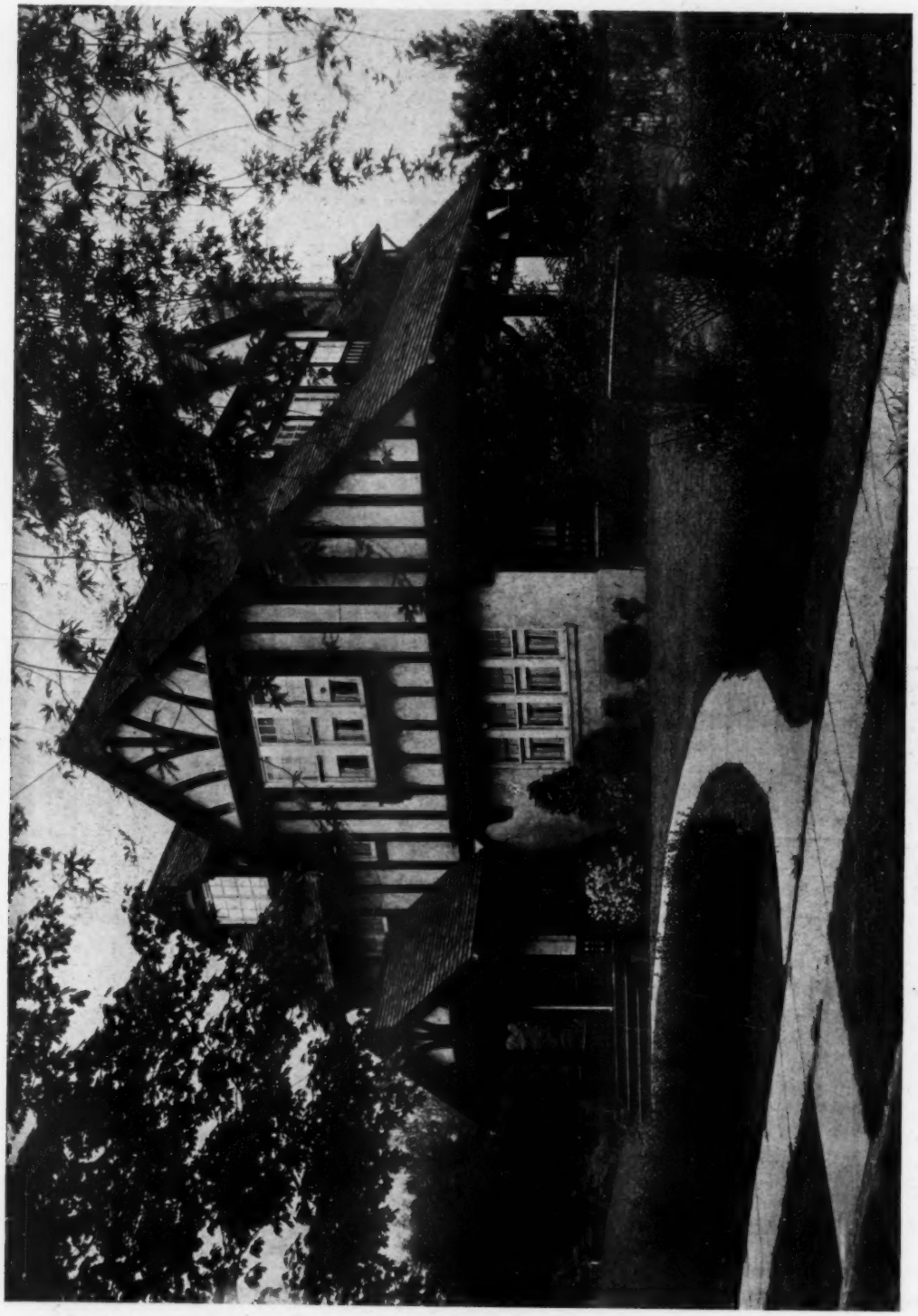
The showcases are constructed of wood and bronze, and the color scheme is Pompeian. The ceiling hangings are of blue silk. The spirit of the decorative scheme is excellent.

AMERICAN HEPPLE-WHITE MAHOGANY HALL CLOCK

DISPLAY CASE OF THE RICHARD HUDNUT STORE, AT 400 FIFTH AVENUE, NEW YORK

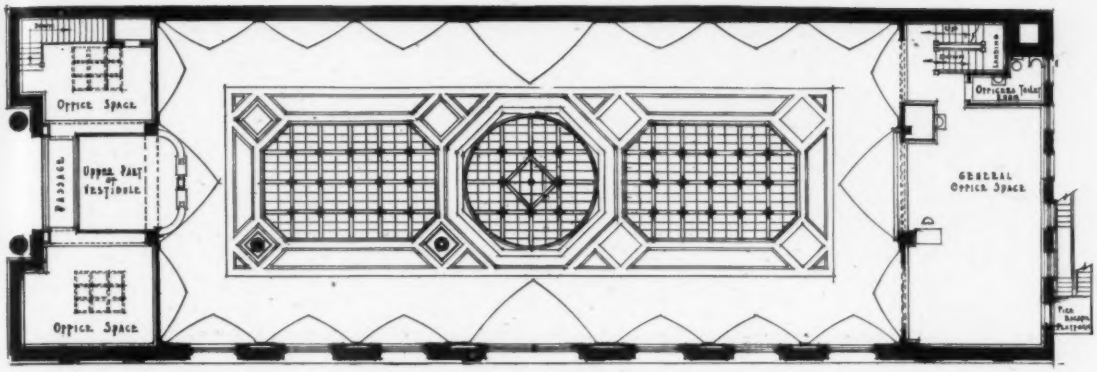
DESIGNED BY G. A. AND H. BOEHM, *ARCHITECTS*

The showcase is located near the front entrance of the store; it is executed in gray enameled woodwork

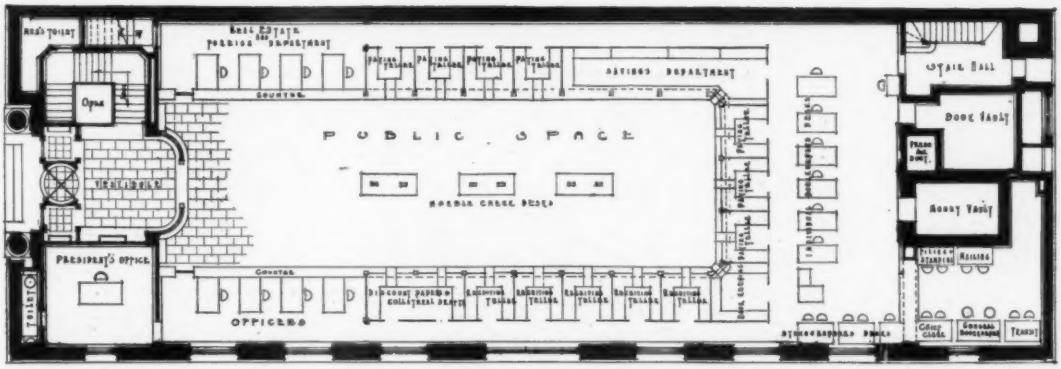


HOUSE OF E. I. WOODWORTH, PASSAIC, N. J.
JOHN F. JACKSON, *ARCHITECT*

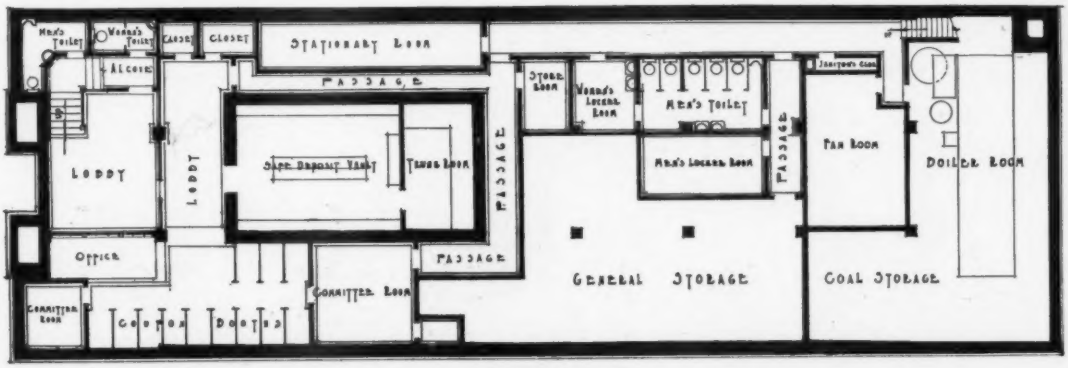
COSMOPOLITAN STATE BANK, CHICAGO, ILL.
RICHARD E. SCHMIDT, GARDEN & MARTIN, *ARCHITECTS*



SECOND FLOOR PLAN



BANKING ROOM FLOOR PLAN



BASEMENT PLAN

COSMOPOLITAN STATE BANK, CHICAGO, ILL.
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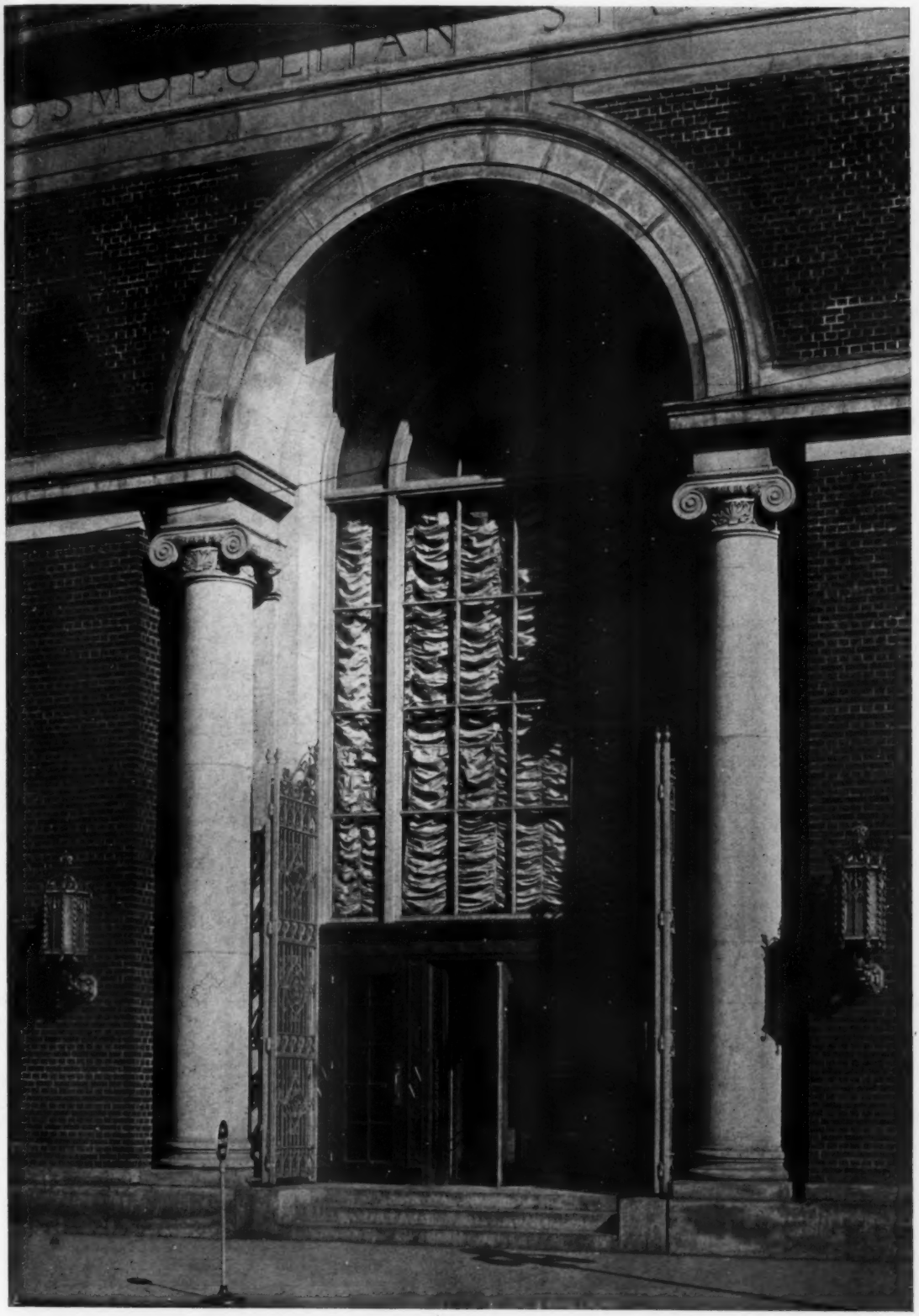

DETAIL OF MAIN ENTRANCE
COSMOPOLITAN STATE BANK, CHICAGO, ILL.
RICHARD E. SCHMIDT, GARDEN & MARTIN, *ARCHITECTS*

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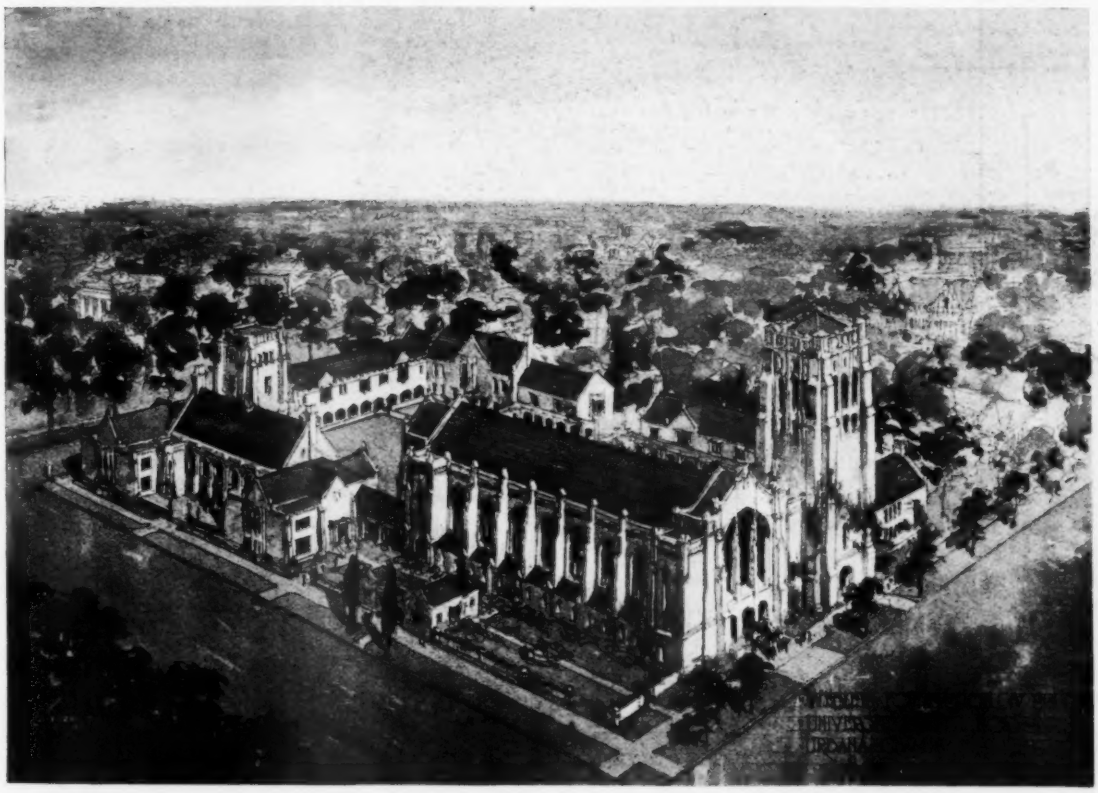
COSMOPOLITAN STATE BANK, CHICAGO, ILL.
RICHARD E. SCHMIDT, GARDEN & MARTIN, *ARCHITECTS*



WESLEY FOUNDATION, UNIVERSITY OF ILLINOIS, URBANA, ILLINOIS

HOLABIRD & ROCHE, *ARCHITECTS*

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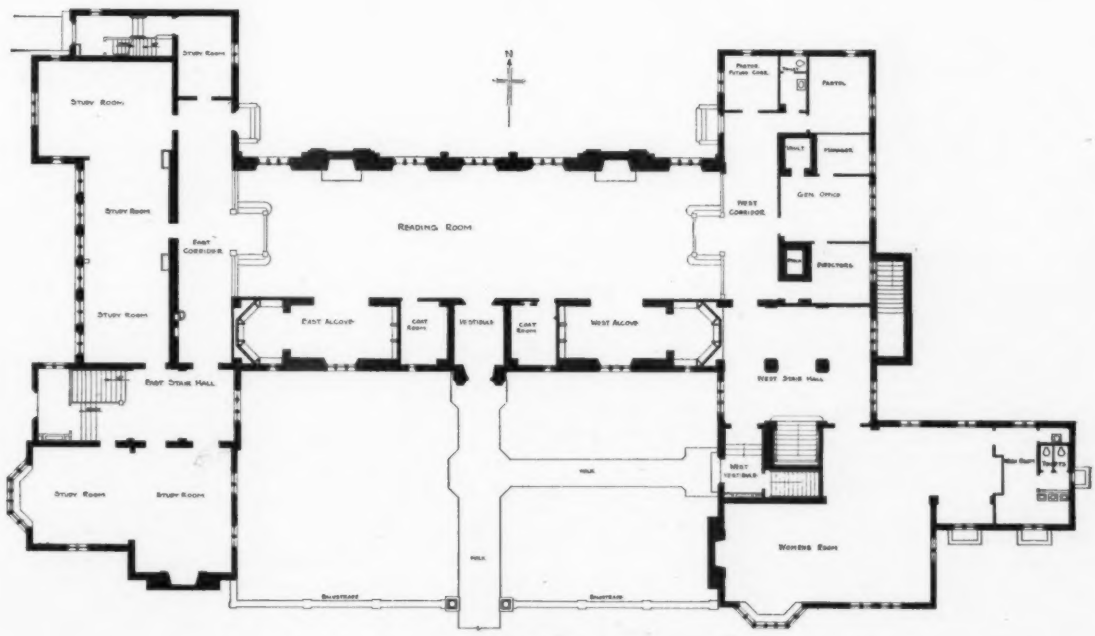

FIRST FLOOR PLAN

SOCIAL CENTER BUILDING
WESLEY FOUNDATION, UNIVERSITY OF ILLINOIS, URBANA, ILLINOIS
HOLABIRD & ROCHE, *ARCHITECTS*

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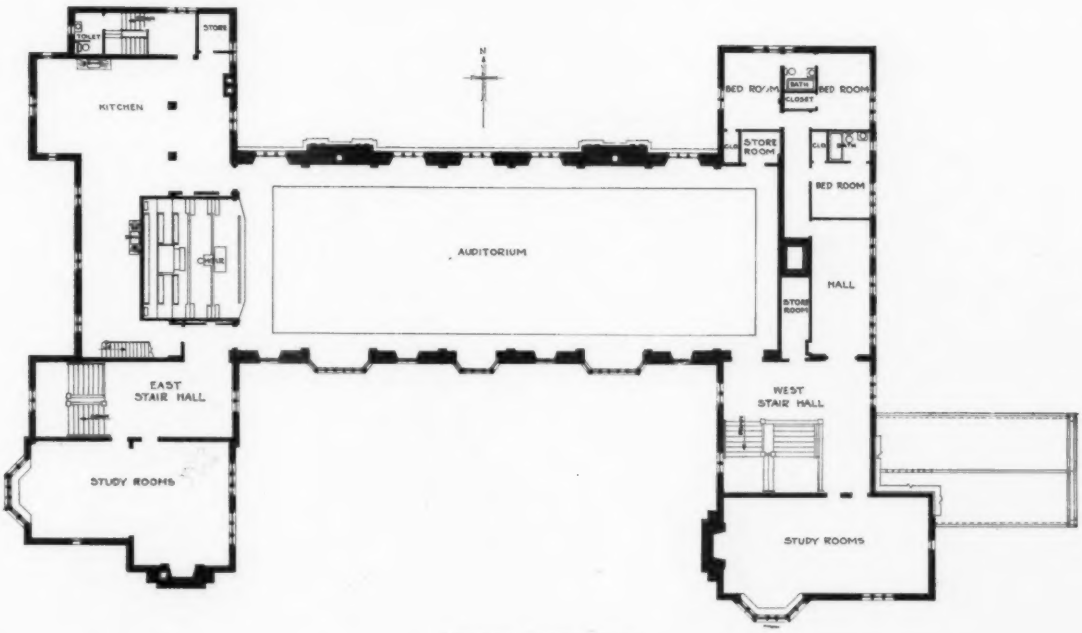
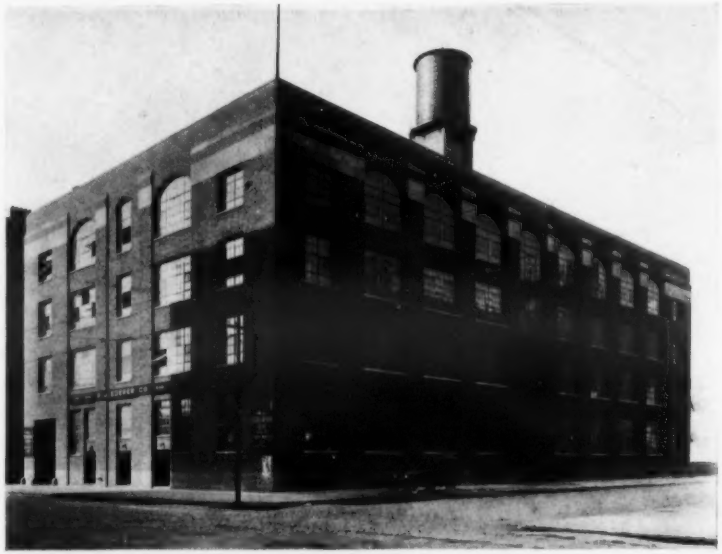
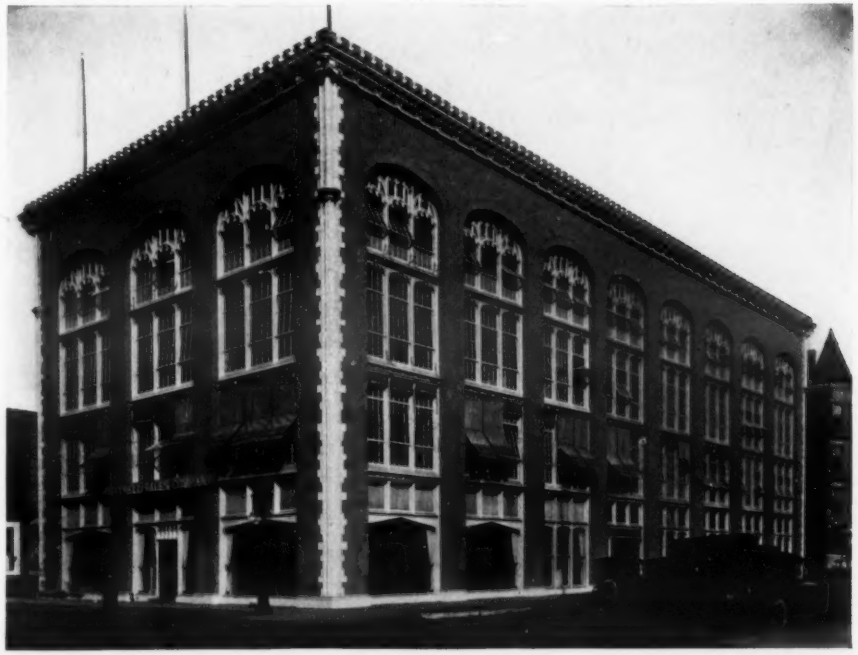


SECOND FLOOR PLAN

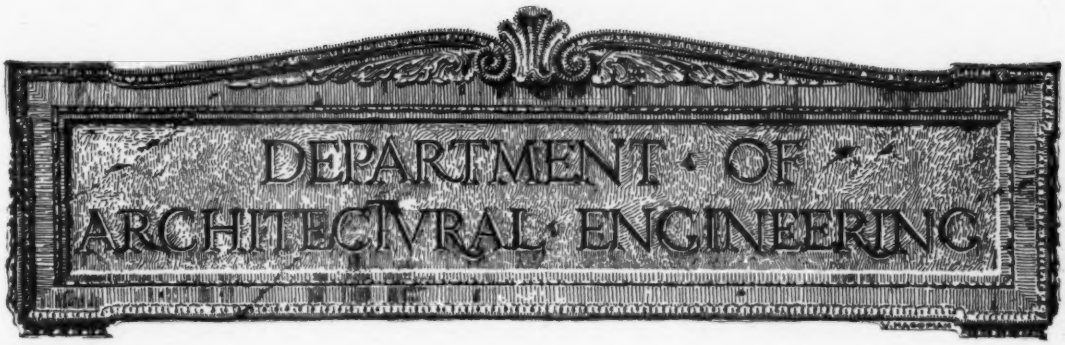
SOCIAL CENTER BUILDING
WESLEY FOUNDATION, UNIVERSITY OF ILLINOIS, URBANA, ILLINOIS
HOLABIRD & ROCHE, *ARCHITECTS*





ABOVE: BUILDING FOR MAXWELL SALES CO.
ABOVE, AT LEFT: BUILDING FOR R. T. EDERER CO.
BELOW, AT LEFT: BECKLEY-RALSTON CO. BUILDING

THREE CHICAGO BUILDINGS BY
HOLABIRD & ROCHE, *ARCHITECTS*



Ventilation of the Home Office Building of the Travelers Insurance Company, Hartford, Conn. *

IN an office building comparable in size with the home office of The Travelers Insurance Company (in which there are some four thousand employees) it is a serious problem to provide without producing drafts the great quantity of fresh air that is required by the working force.

To solve this problem, there has been installed an elaborate and efficient artificial ventilating system, by means of which the right quantity of air is delivered, at the proper temperature, to every room in the building. The vitiated air is removed, and fresh, pure air is supplied and diffused so unobtrusively that no drafts are observed at any point.

The system is composed of two distinct and separate parts, (1) the blower section, which includes the distributing apparatus, and (2) the exhaust section which consists of the apparatus by means of which the used or vitiated air is removed from the building. In each of these sections, the air is propelled through metal ducts and chambers, by means of a draft from powerful fans operated by individual electric motors. The main ventilating ducts run up and down through the middle portion of the building, and branches from them follow the halls and passageways. From these branches, short ducts lead into and out of the various rooms. The building is divided, for convenience, into six sections, and a separate unit of ventilating apparatus is employed in ventilating each section.

The north side of the ten-story part of the building comprises one of these sections, and the air for this portion of the building is obtained from out-of-doors through a large sheet-metal duct extending from the roof to the basement. A fan, 120 inches in diameter and operated by a thirty-five horsepower motor, draws in the air through this duct and forces it through the distributing system to the various rooms. The south side of the building is supplied with air by two fans and motors that draw the air in through a single duct, similar to that on the north side of the old building, and extending from the roof to the basement. One set of apparatus distributes air to the first five floors of this section, and the other unit takes care of the air supply for the five upper floors. In the tower section, the first ten floors are supplied with air obtained through a duct extending from the eighth floor to the basement, and the upper floors of the tower—that is, floors ten to twenty-six—are supplied by apparatus located on the twenty-sixth floor.

The basement and sub-basement are ventilated by air obtained from the duct used for supplying the ventilating apparatus on the south side of the ten-story building. All fans are driven by direct-current, slow-speed motors, and the apparatus is specially set to minimize vibration and the transmission of sound.

In each unit, the air that is brought in from out-of-doors is drawn into a screen chamber, where it passes through screens or air filters, consisting of fine muslin fastened over wooden frames. These frames are set between the screen chamber and the fan chamber, so that the draft produced by the fan will draw the air through the screens, and the dust and other suspended solid matter are filtered out

*Reprinted from The Travelers Standard, September, 1920.

BUILDING OF THE TRAVELERS INSURANCE CO., HARTFORD, CONN.
DONN BARBER, *ARCHITECT*

and retained by the muslin filters. The screens in each chamber are removed and cleaned every week.

AFTER passing through the screens, the air enters the fan chamber—that is, the compartment in which the propeller or fan operates. It is then forced through the distributing ducts to the rooms about the building. In cold weather the filtered air is passed over steam coils that are situated in the fan chambers, and heated to the proper temperature before going out through the distributing ducts.

A SECTION OF ONE OF THE AIR FILTERS

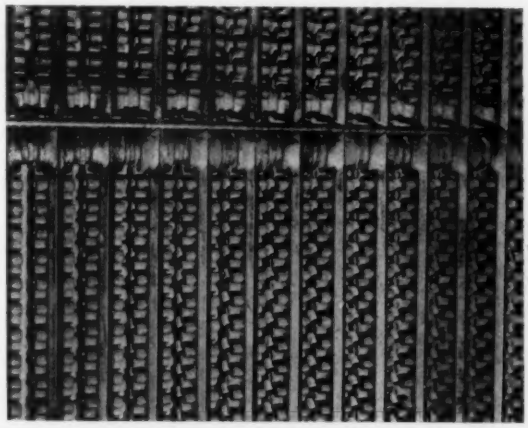
This photograph was taken in the screen chamber at the bottom of the large air duct in the south side of the building

Each outlet that leads from the supply ducts to the rooms in the building is provided with a regulating apparatus to control the volume of the incoming air according to the needs of the occupants of the room that it serves. In the larger rooms, deflectors are provided over the outlet openings, so that the air can be delivered at a high velocity and in great volume, and still be dispersed so as not to produce drafts. The velocity of the air is also regulated by apparatus attached to the fan motors. The temperature of the air is regulated by thermostats, one of which is situated in each room. The thermostats are set to the desired temperature, and this temperature is maintained automatically by a master thermostat in the basement.

In most places, the exhaust ducts used in carrying the vitiated air out of the building run parallel to those of the blower or distributing section of the ventilating system. Two openings through which air enters the exhaust ducts are provided in each room. The two openings in each room are always on the same duct, one being located near the floor and the other near the ceiling. In cold weather the upper opening is closed, and cold air is removed from the room through the opening near the floor. In warm weather, on the other hand, when it is desired to remove the warm air, the lower opening is closed, and the air is taken out through the opening near the ceiling.

The air that is removed from the rooms is carried along the exhaust ducts by a suction created by electrically-operated exhaust fans. In each section of the building a double set of fans is used, one of which draws the vitiated air from the toilet rooms, while the other is operated for the office rooms only. Four of these fans are located in the pent-house over the ten-story part of the building, and in the tower section two fans and motors are situated on the eighth floor and two more are located on the twenty-sixth floor. The exhaust fans and motors serving the basement and sub-basement are situated in the basement and discharge into a flue in the north side of the building. This flue was once used to carry off the gases from the boilers in the basement, but when the new smoke-flue in the tower was completed, the old one was no longer needed for the boilers, and it was therefore put to good use in connection with the ventilating system, as indicated. The fans and motors used in the exhaust or removal system are similar to those used in the supply system.

IT will be easier to understand the operation of the apparatus we have described if we consider the course of a single particle of air, follow it as it goes through one of the units of the ventilating system—say, that on the north side of the ten-story part of the building. It will be caught from the outside atmosphere in the suction at the opening of the big



A PART OF ONE OF THE STEAM-COIL STACKS

In cold weather the incoming air is drawn through these stacks and heated to the proper temperature

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supply duct on the roof, and be drawn down through this duct to the basement. Here it will pass through the muslin screens and be cleaned, after which it will go through the fan and be pushed up through the distributing duct and out through a branch duct into one of the workrooms or offices. Some of the air that accompanies the particle into the workroom will be breathed by the employees, and when it is exhaled again it will have its oxygen content greatly reduced and its carbon dioxide content correspondingly increased. It will also be much warmer than before, and will be heavily laden with water vapor.

A PART OF THE BLOWER SYSTEM

These motors and fans supply air to the south side of the building. A thermostat is shown on the duct in the upper part of the picture

In this condition it would be unfit for breathing, and if allowed to remain in the room it would mix with the rest of the air there and vitiate it. The particular particle of air we are following may be breathed, or it may only be mixed with vitiated air; but in either case it will presently be caught in the suction at one of the exhaust-duct openings. Here it will be drawn into the exhaust duct and carried upward by the suction from the exhaust fan on the roof.

Proper ventilation in the toilet rooms about the building is maintained by ducts entirely independent of those operated for the workrooms. The toilet rooms are furnished with an amount of air equal to twice that required by the Board of Health and by the standard authorities on ventilation, and the ventilating system in these rooms is operated continuously during office hours. Excessive exhaust is provided in connection with the toilet rooms.

The exhaust system in the workrooms is also in continuous operation during working hours, but in warm weather when the employees desire to work with the windows open, the supply system is operated only as it may be needed. The entire ventilating system is started in operation, on the morning of each working day, about three hours before the regular office hours. During the noon hour the fans are operated at full capacity, in order to change the air thoroughly in every room.

The blower system in The Travelers home office building is capable of furnishing eleven million cubic feet of air per hour. The combined length of the ducts through which the air is passed is 116,160 feet (or twenty-two miles), and 464,640 pounds (or 232 tons) of metal were used in constructing them. Six centrifugal blower fans, one centrifugal exhauster, and seven propeller or disk-type fans are used. To operate all the fans at full speed requires about 150 horsepower.

Overhead and Underground Streets For New York

As far back as the early 60's a steam subway with underground streets was proposed for New York City, but never built.

Today, with congestion becoming daily a more perplexing and important factor, Deputy Police Commissioner Harriss comes forward with a proposal for building a viaduct on Sixth Avenue from Fortieth to Fifty-ninth Street. His plan is to have roadways constructed on either side and on the same level with the Sixth Avenue elevated line. There is a space of forty feet on either side of the tracks. This would relieve the congestion not only on Sixth Avenue, but would divert much traffic from Fifth Avenue, thereby still further relieving conditions on that thoroughfare. The chief difficulty in accomplishing this is to be found, according to Mr. Harriss, in the objection of the property owners on Sixth Avenue who think their property values would be greatly reduced by such a structure. Mr. Harriss maintains that two street levels of the property thus affected would be enhanced in value to the extent of $20,000,000.

The congestion on Fifth Avenue, between Fourteenth and Fifty-seventh Streets, would be relieved by a plan proposed by D. L. Turner, Chief Engineer of the Transit Construction Commission. It is proposed to increase the width of the roadway by decreasing the width of each sidewalk 50 per cent., then to build underground sidewalks of the same width and to use the space between for the operation of moving platforms.

This is one of the plans. The other provides for an elevated roadway of ornamental design and a decrease in width of the sidewalks, thus adding width to the roadway.

The underground plan suggested for Fifth Avenue would cost, it is said, $8,000,000 a mile and the overhead plan about $1,500,000 a mile. The proposed plan would increase the vehicular roadway on Fifth Avenue 27 per cent., and the sidewalk capacity 51 per cent. The overhead plan would increase the vehicular roadway 38 per cent. and the sidewalk 42 per cent.

"The north and south streets of New York are hopelessly inadequate," Mr. Turner pointed out. "There are only about 100 miles of up and downtown streets to serve 325 miles of crosstown streets. There are only eleven up and downtown thoroughfares to serve approximately 150 crosstown streets In other words, there are about fourteen crosstown streets to one up and downtown street.

"The remedy is the construction of entirely new streets. This means either underground or overhead streets over the lines of existing streets."

Inconsistencies of Some Building Codes

Three paragraphs from one section of a proposed building code of one of the large cities of the United States illustrate the lack of continuity and the unsystematic and illogical compilation which characterize many building ordinances.

All codes should be erected upon a foundation of basic regulations and restrictions, with local superstructure following consistent and clearly defined lines. If details are started as to public health regulations, other clauses defining these regulations should be under this group; or if the code begins with restrictions on dwelling construction, this subject should be covered in one section or adjoining sections, and pertinent paragraphs should not be dropped here and there throughout the entire code.

The paragraphs referred to as in the large city code are numbered 23, 24 and 25 and read as follows:

23 Seats of all chairs in all theatres and all places of amusement must be provided with springs so that they will be in an upright position when not occupied.

24 No horse, cow, sheep, goat, or other domestic animal, excepting a cat or dog, should be lodged or housed in any building used for an habitation, except sleeping apartments may be provided in stables for the employees thereof.

25 It shall be the duty of the Inspector of buildings to supervise the emptying and cleaning of the sinks attached to the public schools of the city.

Although these three paragraphs do not pertain to the use of lumber in construction or to legislation affecting lumber, they are typical of the confused statements or groupings which are found in many building code sections governing the use of wood.

It will be noted in these three paragraphs that three specific and yet distinct portions of a building code are intermingled. The first relates to theater construction; the second to public health and property rights, and the third, to the duties of the building inspector.

Where the entire building code is so confused—and these paragraphs are typical—interpretation and application are difficult. Review and revision of an illogical code is no small accomplishment.

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Raising and Shoring a Fireproof School House

WHEN it became necessary to increase the capacity of St. Theodore's Parochial School, Chicago, it was accomplished by adding a third story. The building is a fireproof structure, the floors and roof being supported by steel girders and columns, the floors made of concrete joists and hollow tile. It was found that the foundations were of ample size to carry the added load and that the structural steel columns in the basement only would require additional area of cross-section. These columns were reinforced by the addition of steel angles so attached and combined with the original column that they received their proper proportions of the load.

It was decided to raise the existing ceiling and roof to the height necessary to provide for the added third story. In order to do this the columns were cut at the second floor level, stripped of their fireproof covering and raised with the roof and ceiling to the new level. The partitions, with the door frames and trim, blackboards and other parts were left standing intact.

New second-story columns were installed and connected with the columns above and below. Steel girders were placed for the new third floor, which was put in position above the tops of the standing partitions. New partitions were erected in the added third story. The old roof was undamaged by the raising to the higher elevation. The old ceiling was made of metal lath and plaster, suspended from the roof framing. Scarcely any damage was done to the ceiling by raising it to the new position. It can be seen by inspecting the illustrations that the ventilating apparatus, ducts and other equipment in the attic space were undisturbed.

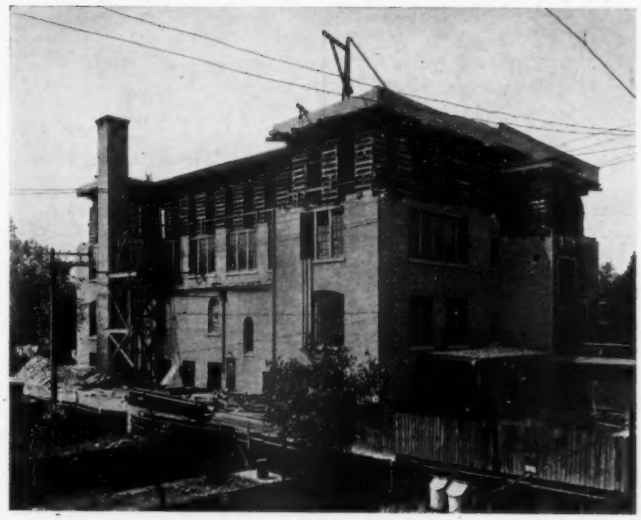
FIG. 2

FIG. 1

The raising power was applied to the steel columns near the ceiling. Large vertical angles were attached to the column flanges, under which were placed two channels, which were also bolted to the column flanges. Under these channels were placed two small, short I-beams and two long, large I-beams resting on heavy wooden cap timbers.

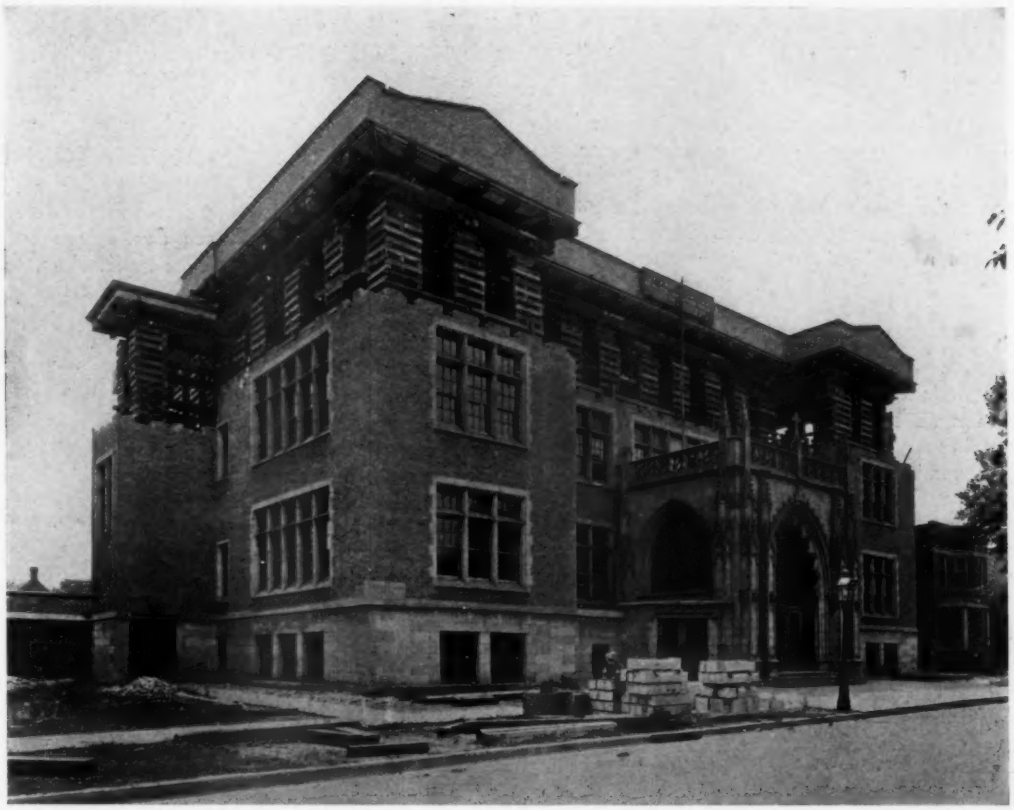
Beneath these wood caps the jack screws were placed and the wood cribbing built up as the structure was raised. Care was taken to anchor this cribbing by the use of wood struts and wire cables, thus preventing any lateral movement due to wind or other causes.

The work was done quickly, the chapel



RAISING AND SHORING A FIREPROOF SCHOOL HOUSE

FRONT AND REAR VIEWS OF ST. THEODORE'S PAROCHIAL SCHOOL, CHICAGO, DURING THE OPERATIONS



VIEW SHOWING ROOF RAISED AND SUPPORTED

LIBRARY
THE DETROIT EDISON CO.
APR 17 1921

in the first story was used throughout the time of remodeling, and the cost was not excessive. The improvement was made under the supervision of Henry J. Schlacks, architect; the Flat Slab Engineering Company, structural engineers, and the L. P. Friestedt Company, engineers and contractors, for raising and shoring.

The American Engineering Standards Committee

ALTHOUGH the American Engineering Standards Committee has been actively at work for only slightly more than one year, and much of the time and effort of the Committee has necessarily been spent in laying a basis for work the fruition of which will require at least two or three years, yet considerable progress has already been made in the unification of the more important standards and in overcoming the confusion that was being produced by the numerous organizations (more than 100) that hitherto published engineering standards without systematic co-operation among themselves.

Prior to December 31, 1920, there had been approved by the Committee "Tentative American Standard Specifications and Tests for Portland Cement," "Tentative American Standard Specifications for Fire Tests of Materials and Construction," and "American Standard Pipe Threads." Moreover there had been submitted for approval by the Committee the "National Electrical Code" as an American Standard, and "Standard Test for Toughness of Rock," "Standard Method of Distillation of Bituminous Materials for Road Treatment," and "Standard Method of Sampling Coal," as Tentative American Standards, with the "Safety Code for Head and Eye Protection" submitted for approval as "Recommended American Practice."

The Committee itself is composed of 47 members representing 17 bodies or groups of bodies, including six national engineering societies, five Governmental departments and 13 national industrial associations. Its function is merely to see that each body or group concerned in a standard shall have opportunity to participate in its formulation which is in the hands of a working committee, technically called a "sectional committee." Each sectional committee is organized by, and under the leadership of, one or more of the principal bodies interested, such bodies being known as "sponsors." Sponsorships have been arranged for the following projects which were under way by the beginning of this year:

Electrical Projects—"Rating of Electrical Machinery" and "Term-Markings for Electrical Apparatus."

Mechanical Projects—"Ball Bearings," "Plain Limit Gages," "Gears," "Machine Tools," "Nut and Bolt Heads," "Pipe Flanges and Fittings," "Screw Threads," "Shafting."

General Projects—"Passenger and Freight Elevators," "Color Scheme for Pipe Lines," "Steel Shapes," "Zinc Ores and Zinc."

Safety Codes—"Aviation Safety Code," "Construction Work," "Electrical Fire Code," "Electrical Safety Code," "Floor Openings, Railings, Toe Boards," "Foundries," "Gas Safety Code," "Grinding Wheels," "Head and Eye Protection," "Ladder Code," "Lighting Code," "Lightning Protection," "Logging Operations and Sawmill Machinery," "Machine Tools," "Mechanical Transmission of Power," "Paper and Pulp Mills," "Electrical Power Control," "Power Presses," "Mechanical Refrigeration," "Industrial Sanitation," "Stairways, Fire Escapes and Other Exits," "Textiles," "Ventilation," and "Woodworking Machinery."

As will be seen from the above lists, an important part of the Committee's work relates to safety codes. On December 8, 1920, at a conference at which more than 100 organizations were represented it was unanimously voted that a comprehensive program of safety codes should be undertaken, to be carried out under the auspices of the American Engineering Standards Committee to insure proper coordination and elimination of overlap, etc. Active work is now in progress on 24 such codes with hearty co-operation among the state commission, associations of insurance companies, national engineering societies, manufacturers' and industrial associations, labor and civic organizations, and technical bureaus of the Federal Government. As is true of all work under the auspices of the American Engineering Standards Committee, such of the bodies as are interested in the particular code in question are represented in the committees responsible for the formulation of each code.

Copies of the Report may be obtained by addressing a request to the American Engineering Standards Committee, 29 West 39th Street, New York.

Current News

Happenings and Comments in the Field of Architecture and the Allied Arts

William Willett Dead

William Willett, widely known to architects as a designer and exponent of the highest development of the art of stained glass construction, died on March 23 at his home in Philadelphia. He was fifty-six years old. Mr. Willett's work has been along the most progressive lines, and he brought to it a finely developed appreciation of the possibilities of stained and painted glass as relating to architecture. Notable examples of windows designed and executed under his direction are the chancel windows in the military chapel at West Point, N. Y., and in the chapel at Princeton Theological Seminary.

Notice of Annual Meeting

The eighth annual meeting of the Association of Collegiate Schools of Architecture will be held in Washington, D. C., on May 9 and 10 preceding the annual convention of the American Institute of Architects, which opens on the 11th. The exact place of the meetings will be announced later, but the time for sessions probably will be closely as follows:

Monday, May 9, at 3:00 and 8:00 P. M.

Tuesday, May 10, at 10:00 A. M. and at 2:00 and 8:00 P. M.

Wednesday, May 11, probably adjourned meetings.

All educational institutions offering courses for professional training in Architecture are cordially invited to send representatives to these meetings, which are open to all who are interested in our work and problems. Visitors have the privilege of the floor in discussions and may vote on questions indicating the "sense of the meeting."

The Birren Prize

Intended to Bring About a Co-operative Spirit Between the Architect and the Artist Painter

The Art Institute of Chicago comes forward with an offer of the Birren prize for "the best design in color showing an interior of two walls, with at least one window, one door, a mantel, and appropriate space for the distribution of three or four standard size paintings." The circular runs in part as follows:

The object of this "Birren prize" is to bring about a co-operative spirit between architect and artist painter, and stimulate the architect's desire to make a more artistic appropriate use of wall spaces than has been the tendency in the past. It is Mr. Birren's contention that less expense in mouldings and plastic ornamentation and more thought given to the painter's art in the proper handling of flat surfaces would be restful, more comfortable and pleasing to the eye.

It is also contended that framing and hanging of pictures as at present practised is inconsistent with present interior designs and taste, and that it be made the architect's business to suggest fitting and harmonious moulding for frames and tasteful installation of the canvas on the wall, thereby working in sympathy with his client, the possible owner of cherished and appropriate pictures—working with the owner or tenant of the building and creating a co-operative harmony, rather than as so often practised by that method of washing one's hands of a troublesome unsolved problem and advising the exclusion of painting art, will unquestionably eventually tend toward a disorganized condition of all the arts related to building.

Nobody Wants the Leviathan

What to do with the Leviathan, the "ex-boche floating white elephant," remains an unsolved problem. Admiral Benson thinks the vessel might be reconditioned into a second and third class passenger carrier. Various solutions have been proposed, and in the meantime the Leviathan has remained at her dock in Hoboken since September, 1919, accumulating rats, mud and rust.

When bids were made for her reconditioning the lowest was the one made by the Boston Navy Yard, $8,939,000. Some of the experts say that $12,000,000 would be necessary for restoring the 54,000-ton liner to her former state. The original construction cost was about 12,000,000 marks, which amounted to about $3,000,000 at the exchange rate then prevailing.

The Leviathan and the Imperator, both of the Hamburg-American Line, were very popular in the passenger trade, and they afforded the German company very strong competition against the Cunard Line's Mauretania and Lusitania.

The highest bid that has been made for the purchase of the Leviathan was that of the France-Canada Steamship Company ($3,000,000), but the

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bid stipulated that the U. S. Shipping Board lend the company $6,000,000 for reconditioning purposes. Captain W. J. Thompson, of Philadelphia, also bid $3,000,000. Both bids were refused.

St. Louis "Own Your Home Exposition"

The first "Own Your Home Exposition" to be held in St. Louis will open its doors at the Coliseum April 25 and remain in session through May 1.

The exposition is given under the auspices, direction and control of the Building Industries Association of St. Louis. It will show the latest developments in building homes, from the modest bungalow to the pretentious mansion, and the progress also in the construction of stores, office buildings, schools, garages, etc. There will be plaster models, photographs, pictures and plans of model homes, interior and exterior, and the exhibits will embrace all manner of building material—in fact, everything that goes to make the home beautiful, attractive, inviting and comfortable.

The program each day will consist of addresses on how to plan, finance and build a home; and there will be discussions by leaders of civic, commercial and patriotic organizations and women's clubs on the advantages of home-ownership. Plans will be shown of all manner of homes, and there will be exhibits of model dining-rooms, kitchens, bathrooms, sleeping porches, and all that is new and most scientific in heating, ventilation, drainage, etc. Attention will be given also to the economical and artistic furnishing of the home—the color effects, arrangement of furniture, lights and hangings. Arrangements have been made to show plaster models of homes faithfully produced in every detail, showing how it is possible under this plan for the prospective home-builder to see his house before it is built, and how each room will appear, and how the house with its background and surroundings will look.

The purpose of the Exposition is to inspire every visitor to it with the love of home and implant the desire to build and own a home. Home ownership is admittedly the foundation-stone of the structure of our national life. Love of home and the ownership by Americans of individual homes is what has made America the world's richest, strongest and freest country. St. Louis has a national reputation as a city of homes. It is believed one of the results of the Exposition will be to disseminate more widely the sentiment for home building and home ownership among our citizens.

It is believed that the result of the Exposition will be to stimulate building in all lines.

For information, address "Own Your Home Exposition," R. L. Burch, Managing Director, 715 Equitable Building, St. Louis.

Portland, Ore., to Get City Plan

Traffic congestion on the streets of Portland have forced a more carefully prepared street and boulevard system. Under the direction of Charles H. Cheney, consultant to the Portland City Planning Commission, this city has now completed a comprehensive plan for permanently handling traffic.

The 34th Annual Chicago Architectural Exhibit—1921

It is with a distinct sense of disappointment that one concludes an inspection of the 34th annual Chicago Architectural Exhibit, on view at the Art Institute from March 8 to April 5. The purpose of such exhibits is primarily to educate the general public to an appreciation of architectural service and to offer an opportunity for architects to study the works of their fellows.

Architecture is the greatest of all arts that employ the use of material things, painting, sculpture and the handiwork of craftsmen being secondary in a marked degree. In this exhibit the architectural element is only about equal in interest and importance to the case enclosing artistic pots, jugs and what-nots; fabrics, furniture and miniature works of sculpture. An architectural exhibit should be overwhelmingly architectural and of dignity worthy of greatest efforts. Granted that the past few years have been lean ones in the architectural sense, there is always an available store of older work that possesses enough merit to interest and educate the public. Last year's exhibit had a room devoted to the works of a period when Chicago architects gave promise of great influence in the development of American architecture, attracted much attention and received favorable comment in the daily press. Those in charge of the current exhibit have seen fit to ignore much that is distinctive of Chicago and worthy of a world's attention.

The catalog does not indicate what organizations or committees are responsible for this exhibit. It is scarcely worthy of the two architectural organizations and the draftsmen's club of Chicago, architects generally and of Chicago.

The great plaster model of the Bahai Temple attracts the attention of the curious, its engineering and architectural shortcomings being readily apparent to the critical observer.

The work of architectural schools is characteristically represented by the Carnegie Institute, Chicago Art Institute, Harvard University and the Uni

versity of Illinois. Some original sketches by Otto R. Eggers, reproduced in and exhibited by THE AMERICAN ARCHITECT, attract attention by their excellence of and the method of rendering.

The Calder Committee Suggests a Remedy for Housing Shortage

The necessity for action by the Government in a movement for the erection of homes throughout the country, and especially in overcrowded centres of population such as New York, is urged in a report on the situation made public by the Senate Committee on Reconstruction and Production, of which Senator Calder of New York is Chairman.

Conditions as to scarcity of housing in the larger cities throughout the United States are set forth with much detail.

"It was a national, not a local, emergency which caused the shortage of homes," says the report, "and the shortage of homes in itself is a national as well as a local emergency, the result in large part of the operation of conditions which are nation-wide—in part, indeed, the direct result of Federal legislation."

In summing up, the committee holds that the great needs are "better transportation, abundance of fuel, home credits or loans and full information on the best methods of construction and city planning." The ten pieces of legislation recommended are as follows:

1. A bill to establish in the Department of Commerce a division for the gathering and dissemination of information as to the best construction practices and methods, technical and cost data and matters relating to city planning, etc., in order to encourage standardization and improved building practices throughout the country.

2. A bill to provide for the gathering and publication by existing governmental agencies of current facts as to production, distribution, available supplies, standards of quality, costs and realization of coal.

3. An amendment to the Transportation Act directing the Interstate Commerce Commission not to declare without hearings an emergency which will give preference of priority in transportation.

4. An amendment to the Federal Reserve Act to permit the Federal Reserve Board to direct the use of savings and time deposits of national banks for long-time loans, this giving such deposits greater security and supplying a source of long-term money for home building.

5. A home loan bank bill to provide for district home loan banks, which may sell under Federal supervision bonds secured by the aggregated loans deposited by the member banks.

6. An amendment, limited to five years, to the revenue act of 1918 to provide for the exemption from excess profits and income taxes of the profits on sales of dwelling houses where such profits, plus an equal amount, are reinvested in dwelling house construction.

7. An amendment to the revenue act of 1918 to exempt from taxation interest on loans up to $40,000 on improved real estate used for dwelling purposes when such loans are held by an individual.

8. An amendment to the revenue act of 1918 limiting the taxation of profits from the sale of capital assets by providing for their taxation as of the years of accrual rather than as of the year of their sale.

9. An amendment to the revenue act of 1918 to limit the surtax upon saved income to an amount not in excess of 20 per cent. of such income.

10. An amendment to the Postal Savings law increasing the limitation on deposits as to amount and time and authorizing the rate of interest to be changed from time to time and providing for compensation of postmasters for their extra duties.

The report takes a firm stand against national, state or local governments attempting to relieve the housing situation by the granting of subsidies or by the erection of structures at governmental expense.

R. T. Crane Buys Westover

Historic James River Mansion Was Home of Richmond's Founder

Mrs. Clarice Sears Harrold Ramsay has sold historic Westover, on the James River, to Richard T. Crane, United States Minister to Czechoslovakia.

Westover was the home of William Byrd, who founded and laid off this city. The house, built of English material, is 200 years old, and is said to be the best preserved of all the colonial mansions in Virginia. It takes its name from Henry West, fourth Lord Delaware, and governor of the colony of Virginia, and was selected for him by his brother, Capt. Francis West, in 1619.

To Restore World Trade

At the first meeting of the International Chamber of Commerce, which is to be held in London during the week of June 27, the general subject will be "The Restoration of the World's Commerce." There will be general sessions and group meetings for the detailed discussion of economic problems in the fields of finance, ocean and land transportation, communication, production and distribution, and the restoration of devastated areas.

The American Committee is now engaged in selecting representatives to speak for the United States on the various topics and is giving consideration to

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the personnel of the different committees. At the annual meeting of the Chamber of Commerce of the United States in Atlantic City, April 27-29, plans will be perfected for American participation in the London conference.

City Planning in Kansas

The City Planning Commission of Kansas City, Kan., is just now engaged in evolving a suitable city plan.

About the first thing such an organization must do is to make a fundamental study of conditions as they are in a city. It must ascertain what buildings and other forms of property are to be found in the city; what use is being made of this property; what area is occupied by the buildings; what vacant ground there is, and especially what the trend of development—commercial, industrial, residential—appears to be in any district. The conditions that are found to exist must be illustrated in drawings that will reveal concretely and at a glance what is going on as the city develops in its own haphazard way, with many conflictng influences at work in the process.

This is the kind of thing the Kansas City, Kan., commission is now doing. It is work that requires time. But definite and valuable results from city planning depend largely upon the thoroughness with which it is done.

1920 Fire Loss Third Largest on Record

The losses by fire in the United States during the year 1920 reached a total of $272,075,000 as compared with $219,571,000 in 1919, and $274,456,000 in 1918. The December loss record, $33,720,000, the heaviest monthly loss of the year, swelled the year's total to within slightly less than $2,000,000 of the 1918 loss, thus making the 1920 record the third largest ever recorded in the United States, being surpassed only by 1918 and 1906, the year of the San Francisco conflagration.

Nebraska A. I. A. Holds Annual Election

At the third annual meeting of the Nebraska Chapter, American Institute of Architects, held recently in Omaha, H. W. Meginnis of Lincoln was elected president for the coming year. C. W. Steinbaugh of Omaha was elected vice-president and J. D. Sandman of Omaha was elected a new member of the executive committee. The meeting was preceded by a dinner which was held at the University Club. Alan McDonald, retiring president, was toastmaster.

Personals

Kendall, Taylor & Co. have moved to 142 Berkeley St., Boston.

Duhring & Ziegler, formerly of Bailey Bldg., Philadelphia, have removed to 1309 Locust St.

Robert Eisenschmidt, Mimnaugh Building, Columbia, S. C., desires catalogues at this address.

Edward Thal and Steve M. Jokel have moved their offices to 329 Summit-Cherry Block, Toledo, Ohio.

James Camassa is resuming practice at 196 Hanover St., Boston, after interruption for war service.

A. M. Ruttenberg, architect, has removed his office from 4706 Winchester avenue, Chicago, Ill., to Room 209, 105 North Clark street, that city.

John H. Graham, formerly at 1836 Euclid Ave., Cleveland, has formed John H. Graham & Co., with offices at 8201 Cedar Ave., Cleveland.

Clarence T. Meyers, architect, and Kenneth D. Coffin, architectural engineer, have organized at 412 Traction Terminal Bldg., Indianapolis, Ind.

Benjamin, Robinson & Benjamin, architects, formerly of 904 Grand Rapids Savings Bank Bldg., have moved to 37-38 Wenham Bldg., Grand Rapids, Mich.

Damon, O'Meara & Hills, architects, are now operating offices in Suite 1123-1124 Merchants Bank National Bldg., St. Paul, Minn., and 19 East Mason Bldg., Ft. Dodge, Ia.

J. C. Legel & Co. announces the opening of an office for the practice of architecture at 511 Wilson Bldg., Clinton, Ia. They are desirous of manufacturers' catalogs and samples.

Alexander B. Trowbridge and Frederick Lee Ackerman desire to announce that the partnership of Trowbridge and Ackerman, architects, has been dissolved. Mr. Ackerman will complete the unfinished work of the firm, and will continue the general practice of architecture at 25 West 44th St. under the name of Frederick Lee Ackerman, architect.

Mr. Trowbridge will continue his services as consulting architect to the Federal Reserve Board, Washington, D. C., and to the Federal Reserve Bank of New York, with offices at 120 Broadway, New York. At the expiration of this engagement, he will open new offices for a specialized practice as consulting architect.

The Metropolitan Life's Loans

An Interview with Walter Stabler, Comptroller of the Metropolitan Life Insurance Company—Lends Only on New Houses or Projects—$2,000,000 Loaned in One Week—Present Demand Indicates Heavy Building Schedules This Year

"WHAT is your company's method of placing loans, and what sort of loans do you deal with mostly," was asked Walter Stabler, Comptroller of the Metropolitan Life Insurance Company, by a representative of THE AMERICAN ARCHITECT.

"The Company," Mr. Stabler answered, "appoints a local bank, trust company or mortgage guarantee company as its representative for the making of loans on new small dwellings and on new moderate priced apartment houses."

"Are loans for remodeling work placed in the same way," was asked.

"Just now we do not place a loan on any sort of remodeling work, or on anything but new operations." Mr. Stabler answered. "The loans on new dwellings must not exceed $5,000 nor be less than $2,000. The loans on apartment houses depend upon their size and value.

"The company," Mr. Stabler emphasized, "does not entertain loans on houses that have been finished and occupied for some time, as loans of this kind do not add to the housing accommodations of the nation. No loans are made at more than 50 per cent. of the land value and the construction cost of the buildings, omitting carrying charges, overhead or profit. They are made for fifteen years at current interest rates. Interest is paid semi-annually, and on every interest date a 3 per cent. instalment is paid on account of the principal. All payments are made in New York funds, at par. The banking representative collects interest and instalments, looks after payments of insurance and taxes and remits twice each year to this company the amount collected. For this service the bank, in some cases, receives one-half of one per cent. of the interest, provided we receive not less than 6 per cent. net, and in other cases a commission is charged the borrower in the beginning to pay for the services of the bank. The representative must either guarantee absolutely the payment of the principal and interest to the company, or it must agree to repurchase any of the loans that become in default."

"WHERE large employers of labor are desirous of building houses to sell to their employees," Mr. Stabler continued, "a very similar arrangement can be made. In such cases, the employer takes the place of the banking representative. He builds the houses, and when finished, the company takes over the loans at figures to be agreed upon, or which may have been agreed upon in advance of construction. The employer then collects the interest and instalments, frequently by monthly or semi-monthly payments, remitting to the company semi-annually. The employer either guarantees outright the payments of principal and interest, or agrees to repurchase any of the loans with which there is trouble."

"Do employers charge for this service?" Mr. Stabler was then asked.

"In most cases," he replied, "the employers make no charge for services in caring for the interest and instalment payments. In other cases, they charge one half of one per cent. to the borrower, but a majority of the employers feel that the building and financing of such houses is just as necessary a part of their business as the factory buildings that shelter their plants and operators.

"They realize that they cannot retain capable working people in their employ unless they are comfortably housed, and as soon as a man has bought a home he becomes an active citizen in the community and has a stake in it, differing only in size from that of his employer. It is the invariable rule that in cases of labor depression, employers will hold on to men who have purchased their homes and are rearing families and let go the men who have no such interest in the community. In other words, it has always become true that a working man who buys a home in this way, from an employer, has pretty nearly an insurance against unemployment. This feature should be more definitely placed before manufacturers and working men as it certainly means an amount of co-operation that is extremely valuable to both sides."

"Where have you made loans of this kind, Mr. Stabler?"

"The company has made about 5,000 loans of this kind," he replied. "The beginning of such operations was at Akron, Ohio, with the Goodyear Tire & Rubber Company and the Firestone Tire & Rubber Company. Each of these companies built about 900 houses, which were almost all sold to their employees. They have both been very unusual housing developments and successful from the start, as all houses built were quickly taken up by the better class of clerks and working people. Reports received from there show that the house-buyers are still at work, while those who have been discharged are more of the floating type.

"THE Metropolitan Life has gone into this business with the sole desire to assist manufacturers and communities to produce necessary houses, believing that the emergency which exists should be relieved by institutions which handle the savings of the people, particularly life insurance companies and savings banks. Both the life insurance companies and the savings banks obtain a great deal of their money from the working people and it is the working people who are suffering most from the scarcity of houses and from high rents."

"Is not this method entirely contrary to the company's usual plan of investing?"

"Yes. Until lately, the company preferred only loans in large amounts and centrally located in the business sections of the large cities, but loans of that kind do not help the housing situation and the Company's Officers and Directors felt that in this emergency the company should use its large funds to assist, so far as it could, in producing more houses and particularly homes of moderate costs. It is establishing these loan agencies as rapidly as possible and already has the plan in operation in about eighty cities. With the coming of Spring, and with the probability that the demand, which is now strong, will be even stronger, the company hopes to be in a position to take care of every suitable proposition of this kind so far as its funds will permit."

"You say the demand is now strong?"

"Yes. Great interest is being shown in real estate loans. We recently placed $2,000,000 worth of loans in one week."

The Building Situation in the Middle West

(By Special Correspondence to THE AMERICAN ARCHITECT*)*

CHICAGO, April 11.—The building tie-up in Chicago seems, finally, to have simmered down to a single issue—that of labor costs. The contractors of the city, through their association officials, have presented to the building trades union official a proposal regarding a new wage schedule, and this proposal is providing the crux of the situation. The contractors want union builders to accept a wage of $1.00 an hour instead of the $1.25 schedule which the union carpenters insist upon for the present season. The contractors ask a reduction of from $1.00 to 70 cents per hour in the case of common labor on construction work.

This proposal was made several days ago and was at first flatly rejected by the union officials. Later, it was decided to submit the issue to the workers themselves on a referendum, and that is in process at the time this is being written, with superficial indications, at least, that the proposition will be declined, even though something like 45,000 union carpenters in Chicago are not employed at their trade because of the dullness in building.

It would seem to be a contest of wills between union labor and those interests which are fostering building projects. Contractors say that building cannot begin until lower construction costs are made possible by a decline in labor prices, and to emphasize this argument they point out that at least $150,000,000 in contemplated building is being held up in Chicago pending an adjustment of wage difficulties.

It is generally felt that a concession in the matter of labor costs will start the ball rolling without delay, much of the preliminary planning having already been completed. If union labor declines to accept the proposed wage cut, there are rumors that contractors will attempt to establish an open shop program, putting the wages even lower than the present proposal which is being considered by the unions.

That labor is proving the element at which building is now balking is evidenced in the case of the $3,000,000 West Side postal station, which the railroads propose to build and lease to the Government. Bids were received on that structure this week. Labor estimates on this important item of construction have been figured on the revised schedule of $1.00 an hour for union skilled labor and 70 cents an hour for unskilled union labor. If the wage schedule becomes effective, the work can proceed on the estimates which have been submitted; unless the revised schedule becomes operative, the work will be held up for an indefinite period.

While less definitely stated, that feeling prevails in relation to practically all important building construction now on the boards or in more distant contemplation in Chicago. Such building as is now in progress is mainly confined to small homes and apartments of the lesser grade. There are no important projects now under way except the Federal Reserve Bank building, upon which construction is proceeding slowly.

While building permit totals have continued to swell, it is now realized that these permits are so far preliminary to actual work that they may, on occasion, be practically without value as indicating construction activity. Permits have been issued, for example, for several large and important structures upon which no actual effort has yet been expended.

Arthur M. Evans, who writes interestingly and authoritatively on economic subjects for the Chicago *Tribune*, estimates that not less than $100,000,000 in construction is now contingent upon an acceptance by the unions of the new wage proposal. He even goes so far as to set down a number of important projects now in the planning stages which are being

held up awaiting a more favorable market for labor and materials.

There are, of course, many more or less important buildings under contemplation, to say nothing of the very large number of homes, which would add materially to the totals indicated by Mr. Evans. Once the building boom gets fairly under way, it is conceded that the enthusiasm of building will sweep over the city and create an additional interest in such work.

The mere matter of needed homes is sufficient to provide the nucleus for a considerable building boom, without taking into consideration the immense volume of public and semi-public construction.

According to Charles Bostrom, who as city building commissioner has recently completed a housing survey of the city, there are more than 100,000 Chicagoans without places to live. Mr. Bostrom's totals lead him to announce that there are 323,411 buildings in Chicago used for living purposes. In these buildings 607,370 families must find quarters.

The housing problem is being met as best it may through the "doubling up" process, which is neither satisfactory nor permanent. The pressure from within will be sufficient to start the home-building program just as soon as conditions become even fairly favorable. Mr. Bostrom estimates that not to exceed 125,000 Chicagoans own their homes.

While the main issue of interest is the contention between contractors and labor, the week has not been without interest in other matters of construction import.

Announcement has been made of the plan for constructing 100 brick bungalows in a new addition on Irving Park Boulevard, on the city's northwest side. These are to be of moderate price and are to be ready for occupancy on August 1.

The Lumbermen's Association has recently constructed its one-day house as an example of the lowered cost of frame construction buildings. The work was started at 7 A. M. and the construction, roof, floor and exterior finish were completed by quitting time. The mayor of the city attended the building bee and a great stir was made about it from a publicity standpoint. The building will not, however, be ready for occupancy for thirty days.

Encouraging information comes from leading Chicago bankers of a growing interest in real estate mortgage investments. They believe that money will be available for all desired building, as soon as labor and material costs have been stabilized. Such money for building, these estimate, will not cost more than 6¾ per cent.

The legislative investigation of the alleged building clique in Chicago continues and out of it is apt to come some new legislation on building. In the new legislation it is hoped to write insurance against building shake-downs, through which crude but effective method building costs have been greatly increased in Chicago in recent years.

The agitation regarding labor costs has directed attention away from the costs of lumber and minor materials. The range of prices, however, has not materially varied from those of a week ago. Present quotations in the Chicago market are:

Yellow Pine: B. & B. 1-in., $95 to $130, depending on thickness; 2 x 4, No. 1, 10 to 16 ft. length, $51 to $53; 2 x 6, $48; 2 x 8, $50; 2 x 10, $53; 2 x 12, $55; 13-16 x 3 1-4 z & b flat flooring, $85 to $90; 1 x 6, No. 2 common, $48 to $90. *Douglas fir:* 2 4 S, in sizes up to 12 x 12, in length up to 32 ft., $65 to $70; 14 x 14, $68 to $73; 16 x 16, $72 to $75; 18 x 18, $75 to 80. *Hard Maple:* Four 1-4 No. 1 and 2, $135; select, $120; No. 1 common, $100; No. 2 common, $65; No. 3 common, $32. *Birch:* Four 1-4 No. 1 and 2, $160; select, $133 to $138; No. 1 common, $95 to $100; No. 2 common, $60 to $65; No. 3 common, $40. *Red Gum*: Four ¼ No. 1 and 2, $150; No. 1 common, $90 to $92; No. 2 common, $45.

Face Brick—Standard, vitrified red, $32.00@34.00; Smooth, Indiana red, $38.00@40.00; Smooth, Ohio red, $38.00@$40.00; Smooth, Pennsylvania red, $46.00@48.00; Smooth, buff, $45.00@47.00; Smooth, gray, $47.00@49.00; Rough, buff, $44.00@46.00; Rough, gray, $47.00@49.00; Variegated, rough texture, $34.00@49.00.

Common brick, $13.00 to $16.00 per M. Portland cement, $2.25 per bbl. Torpedo—Lake and bank sand, $3.50 per yd. Crushed stone, gravel screenings, $3.50 per yd. Hydrated lime, Ohio, paper, $21.00 per ton. Hydrated lime, Ohio, cloth, $29.00 per ton. (Includes sacks at 30c. each). Hydrated lime, Wisconsin, paper, $19.00 per ton. Bulk lime, $1.65 per ton.

Building Conditions on the Pacific Coast

(*Special Correspondence to* THE AMERICAN ARCHITECT)

SEATTLE.—The extensive road building program projected on the Pacific coast for this year will keep cement prices strong, with a constantly ascending tendency, according to jobbers of these materials. Architects who have been making some investigations of their own find the same conditions. Contractors in searching out essential costs for the season's work say that undoubtedly those who expect to buy cement at lower figures than prevail today will be disappointed. As all other materials but lumber are expected to decline builders are not showing any repressive tendency in regard to plans for the season.

Stocks of sheet metals used in the building trades have been somewhat accentuated this week, largely on orders previously given which could not be cancelled at the mills. Warehouses of the Pacific coast now contain enough of a supply of sheets, black and galvanized pipe and nails to run through the second and into the third quarter of the year should building projects remain at their present proportions. The field is being scoured carefully by the building hardware jobbers for prospects, and these are to the effect that there has been a noticeable increase extending back for 15 to 30 days in the plans in the hands of architects for remodeling and new construction.

Probably the feature of the week in the metal line is the forecast from the East that the Steel Corporation is to make some price changes this month, and these changes are expected to be lower.

Manufacturers of metal lath have evidently seen the change in sheets coming, for they have been offering some new downward price revisions. Roofing is steady. Jobbers are being besieged with offers, and there can be no shortage this season as the situation is viewed here.

Lime manufacturers are able to hold prices stationary, although the capacity on the Pacific coast when at the full is 60 per cent. more than can be absorbed in any possible demand. Quotations at the warehouse are $2.75 per barrel. Plaster has been coming from the East, but prices are stationary. Warehouse quotations are $8.

The fir lumber market has evidently reached the turn. Common dimension is selling at the mills at $1 higher. Stocks are badly broken, and wholesalers, in filling cars of mixed orders, cannot complete without considerable searching. Finishing sizes are steady. Mill capacity in operation in the West Coast fir territory today is 60 per cent., with promise of an increase to 75 per cent. within the next 10 to 20 days. The spring and summer demand is expected first to force accumulated orders in the southern pine mills, after which the bulk of orders will gradually drift to the West Coast fir territory. The railroad rates, although lower, continue to favor the pine mills. A vigorous fight is being made by lumber shippers here for a $15 or $16 rate to New York, and prospects seem to be fair for fulfillment of this hope. There is much discontent over light cargo offerings to conference intercostal lines, and the conference is being held together on the present $20 rate with great difficulty. Opening of the Atlantic seaboard markets to fir lumber would establish three-fourths of the consuming territory formerly held by fir mills although in an entirely new field, but the effect would be to strengthen prices at the mills and start a vast industry into immediate action.

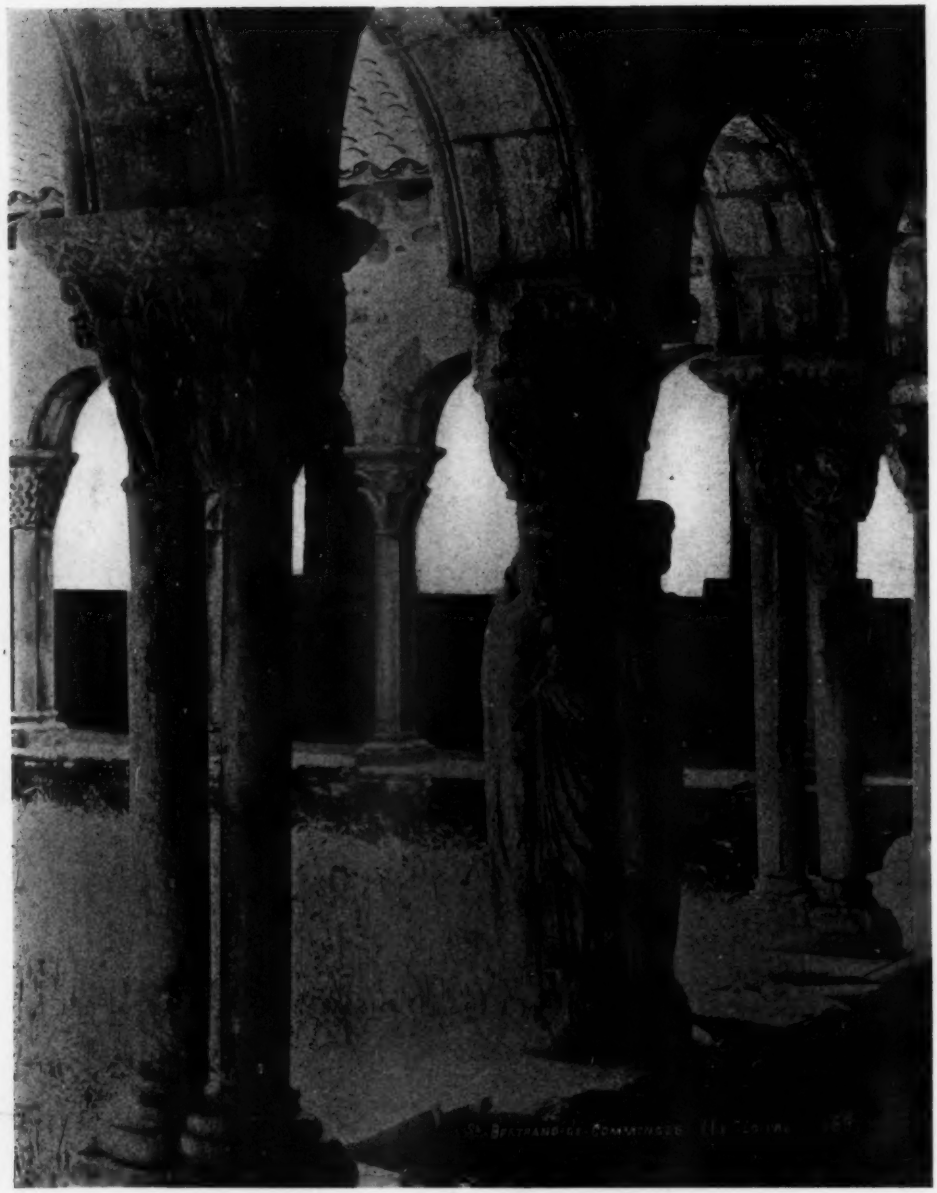
Production of fir for the week was 42 per cent. below normal. Orders in the rail trade, or for eastern building construction, were 1,269 cars, with unfilled orders for the same territory of 3,447 cars. Average prices for flooring at the mills were $46, of ceiling $18 to $21, drop siding $21, boards and shiplap $12.50 to $13, dimension $10.50 and plank and small timbers $16.50.

Lockwood Committee to Get Loan Facts

Questionnaire Sent by Committee to 253 Institutions in New York City—Expectation That Witnesses Will Be Called to Tell Experiences in Seeking Funds

The Lockwood Committee, of the New York State Legislature, which has been investigating and will continue to investigate the housing and building situation in New York City, has sent to 253 money lending institutions of that city a questionnaire designed to secure complete information upon the causes for the poor lending market on housing construction. The questionnaire is returnable in not more than 20 days under penalty of formal subpoena, and demands that "an itemized statement showing the nature, amount and recipient of each and every charge for services and disbursements, directly and indirectly paid by the borrower in connection with every real estate mortgage loan transaction affecting property in the State of New York" in which the institutions affected "participated as lender between January 1, 1916, and March 10, 1921" be shown.

Witnesses will probably be called before the committee to tell of their difficulties in obtaining building loans.



CLOISTERS, CHURCH OF ST. BERTRAND, COMMINGES, FRANCE